

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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May 18, 1914. Temperature 6 a.m. 81, 2 p.m. 87  
Humidity 83 70

May 18, 1913. Temperature 6 a.m. 73 p.m. 76  
Humidity 72 84

WEATHER FORECAST  
RAIN  
Barometer 29.78

2799 號四式月四年寅甲

MONDAY, MAY 18, 1914.

一拜禮 號八十月伍英

SINGLE COPY 10 CENTS  
\$36 PER ANNUM

## TELEGRAMS.

### MEXICAN AFFAIRS.

#### HOPE OF PEACE.

[Reuter's Service To "The Telegraph."]

London, Received May 18.  
The Peace Mediators will meet at Niagara Falls on Wednesday. The Mexicans are travelling slowly and by indirect routes, wishing, apparently, to avoid landing in America.

Hope are cherished at Washington that Huerta may be induced, through Spanish mediation, to gracefully retire.

Reuter's correspondent at Vera Cruz says the Rebels have occupied Tuxpan, routing the Federals, who fled to the hills.

#### Mexican Promise.

London, Received May 17.

The Mexican Foreign Minister has promised a searching investigation into the case of the missing marine, Parks.

#### Delegates at Washington.

London, Received May 18.

The Mexican delegates have arrived at Washington en route for Niagara.

A message from Washington states that the Spanish Ambassador on Saturday dined with the mediators and the American and Mexican delegates in order to enable them to become acquainted one with the other.

## CREMATORIA.

### Hongkong's New Regulations.

The following regulations have been made by the Governor-in-Council under Section 5 of the Cremation Ordinance, 1914, (Ordinance No. 5 of 1914):—

#### Maintenance and Inspection of Crematoria.

1. Every crematorium shall be (a) maintained in good working order; (b) provided with a sufficient number of attendants; and (c) kept constantly in a clean and orderly condition: Provided that any crematorium may be closed by order of the Sanitary Board if not less than one month's notice be given by advertisement in the Government Gazette and by written notice fixed at the entrance to the crematorium.

The Head of the Sanitary Department shall give notice in writing to the Colonial Secretary of the opening or closing of any crematorium.

2. Every crematorium shall be open to inspection at any reasonable time by any officer authorized by the Governor for that purpose, or by any member of the Sanitary Board or by any officer of the Sanitary Department who may be directed by the Head of the Department to make such inspections.

#### Conditions Under Which Cremations May Take Place.

3. No cremation shall take place except in a crematorium the opening of which has been authorized in writing by the Sanitary Board, and approved by the Governor-in-Council.

4. It shall not be lawful to cremate the remains of any person who is known to have left a written direction to the contrary.

5. It shall not be lawful to cremate human remains which have not been identified.

6. Any act which is authorized or required by Part B of these Regulations to be done by the Head of the Sanitary Department may be done by any officer of the Sanitary Department appointed by him in writing for that purpose.

## TELEGRAMS.

### JAPAN AND CHINA.

#### NO INDEPENDENT ACTION.

[Reuter's Service To "The Telegraph."]

London, Received May 18.  
Reuter's correspondent at Tokyo states that Count Okuma, addressing the Governors of the Provinces, dwelt on Japan's relations with China. He declared that it would be impossible for Japan to take independent action, and in the direction of dealing with China, Japan must act only after the fullest co-operation with the Powers.

#### Anglo-Japanese Alliance.

The Premier emphasized the benefits of the Anglo-Japanese Alliance, which, he said, were greater to-day than ever before. He believed that the Alliance assured benefits to China, which would undoubtedly have been disintegrated in the recent revolutions in the absence of the Alliance.

#### THEIR MAJESTIES.

#### VISIT TO ALDERSHOT.

London, Received May 18.

Their Majesties have gone to Aldershot for a six days' visit. The King will make an informal inspection of the troops, who are manoeuvring daily.

## TELEGRAMS.

### STEAMER STRANDED.

#### BEDOUINS' SHAMEFUL ACT.

[Reuter's Service To "The Telegraph."]

London, Received May 17.  
Reuter's correspondent at Tobruk, Tripoli, says the steamer Solferino is stranded near Bardia. Bedouins fired on part of the crew and passengers as they were about to land in a boat, and killed two and wounded four. Three steamers have gone to the rescue, as others are still aboard.

#### AFTER MANY DAYS.

#### COLUMBIAN'S THIRD BOAT FOUND.

London, Received May 18.

The American revenue cutter Seneca has notified by wireless that she has picked up the third boat of the British steamer Columbian, which was missing. The First Officer and three of the crew were alive, but eleven had died from exposure and had been dropped overboard.

The Seneca arrives at Halifax to-day (Monday).

It will be remembered that the Columbian was burnt while on a voyage from Antwerp to New York, on the 6th inst. It was then reported that there were nineteen people in the missing third boat.

## TELEGRAMS.

### DISABLED STEAMER.

#### A TERRIBLE EXPERIENCE.

[Reuter's Service To "The Telegraph."]

London, Received May 18.  
Reuter's correspondent at Melbourne states that the steamer Cairnhill, bound from Sydney for Stettin, broke her tailshaft on March 31 off New Ireland. Fifteen white men and nineteen Chinese took to the boats and after a trying experience they have reached Rabaul, in the Bismarck Archipelago.

The Commonwealth has been asked to send a warship to search for the Cairnhill, on board of which are still the Captain and four officers.

#### AVIATION DISASTER.

#### RESULT OF EXPLOSION.

London, Received May 18.

Reuter's correspondent at Berlin states that a military biplane fell at Pforzheim in consequence of the explosion of the motor.

The wreckage became ablaze and the pilot was burned and a passenger killed.

## TELEGRAMS.

### ALBANIAN PREMIER.

#### IMPORTANT VISITS.

[Reuter's Service To "The Telegraph."]

London, Received May 16.  
The Albanian Premier, M. Turkhan, is visiting Rome, where he has been received with great honours. He starts to-day for Vienna to confer with Count Berchtold in connection with the difficulties of the new State.

#### NATIONALIST VOLUNTEERS.

#### A DETERMINED SPIRIT.

London, Received May 17.  
The Limerick County Council has unanimously adopted a resolution supporting the Nationalist Volunteer movement.

Mr. Lunden, M.P., in supporting the resolution, said that when Home Rule was on the Statute-book 200,000 Volunteers would parade in Dublin to prevent the withdrawal of a measure dearly won.

### HONGKONG—AN EASTERN CLAPHAM?

There are two Japans which confront the traveller newly arrived on the soil of Nippon, writes Miss Violet Markham in the *Westminster Gazette*. There is, first, the political and industrial Japan of to-day, the Japan for which, rightly or wrongly, her neighbours in the Far East entertain so keen a dislike. Secondly, there is the land of the Japanese print and screen, a fairy country where enchantment and delight claim you for their own; where you move among a smiling race of courteous men, of gay delicious women, and of the most adorable babies slung on their mothers' backs or tumbling about on temple steps in their tiny many-fused kimonos—such babies as have no peers for bewitchment in any other land. And somehow it is very difficult to reconcile these two Japans, to put them side by side, and realise they belong to one and the same nation.

As regards the Japan of policy and commerce any traveller may listen for hours on end to long accounts of the treacheries and perfidies of the Japanese; will hear of their grasping and selfish national policy; of their utter unreliability in matters of business. As a traveller and passer-by I do not presume to judge what degree of truth there is in all this, but I am bound to record the constant and repeated fact of the assertion. In the Far East catchwords play a very important part, for the number of Europeans who make any sort of effort to study the language and customs of the people among whom they dwell is extremely small.

Nothing astonished me more throughout China and Japan than the essentially English life created and sustained by the English communities wherever they exist. These social centres of Anglo-Saxon activity float like alien islands on the dimly comprehended many-coloured sea of Oriental life.

Tennis, golf, dancing, riding, country clubs—all transport one into the very atmosphere of home, and in this atmosphere for the most part the European population are well content to dwell. The strength

## TELEGRAMS.

### HOME CRICKET.

#### THE LATEST RESULTS.

[Reuter's Service To "The Telegraph."]

London, Received May 16.  
Notts beat Sussex at Nottingham by nine wickets.

Middlesex beat Cambridge University at Cambridge by eight wickets.

Northants beat Gloucestershire at Northampton by an innings and 61 runs.

Hampshire beat Leicestershire at Leicester by 100 runs.

#### DESTRUCTIVE SUFFRAGISTS.

#### RACECOURSE BUILDINGS FIRED.

London, Received May 18.

Suffragists have set fire to the grand-stand and other buildings in Birmingham Racecourse.

All the buildings are completely destroyed.

British colonisation doubtless rests on its indomitable power thus to transplant its household gods on alien soils and there to maintain them intact. But this existence of the average English person in the Far East seems a very remote thing from that of the races to whom belongs the true indigenous life of the land.

For a European to live in the Far East does not necessarily mean that his personal acquaintance with the inner working of the Oriental mind is any greater than if he lived at Clapham. In many cases he knows no more of native life and habits than what he may have learnt through his cook or compradore. Hence the power of the catch-word in the East, and the fluency with which it passes from mouth to mouth.

#### IMPROVEMENTS AT THE PORT OF BOMBAY.

The Bombay Port Trust, through their consulting engineers and agents, Messrs. Sir J. Wolfe Barry and Partners, have placed an order with Messrs. Wm. Simons and Co., Ltd., Renfrew, for a very powerful bucket hopper dredger for the improvements of the port and the approaches thereto. It is an axiom with naval architects that the length and beam of modern steamers are only limited by the depth of water in their trading ports, while the cost per ton mile is also determined to a very large extent by the carrying capacity of the ship. To meet the demand for greater depth of water the Suez Canal Commission have decided to increase the prevailing depth of water in the Canal, the natural consequence of that decision being that Port Authorities further East than Suez have had forced on their attention the increased and increasing depth of water required by the mercantile marine. The Bombay Port Trustees by placing the order for this large new dredger, which is capable of dredging to a depth of 50 ft., have shown in an unmistakable fashion that they are very much alive to the needs of the shipping industry.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONDENSED.

Latest County cricket results are given to-day.

The King and Queen are on a six days' visit to Aldershot.

The Albanian Premier is paying a visit to Rome and Vienna.

A military biplane fell at Pforzheim, the pilot being burned and a passenger killed.

The Japanese Military Mission has arrived at Budapest en route to the Balkans.

A telegram tells of the trying experiences of 15 white men and 19 Chinese from the disabled steamer Cairnhill.

The Mexican Peace Delegates have arrived at Washington en route to Niagara, where the mediators meet.

The steamer Solferino stranded near Bardia, and Bedouins fired on landing passengers and crew, killing two.

The suffragists have destroyed by fire the grand-stand and other buildings on the Birmingham Racecourse.

The Limerick County Council has passed a resolution supporting the Nationalist Volunteer movement.

The Mexican Foreign Minister has promised a searching investigation into the whereabouts of the missing marine, Parks.

Count Okuma states that in dealing with China, Japan must act only after the fullest co-operation with the Powers.

Hope are cherished in Washington that Huerta may be induced, through Spanish mediation, to gracefully retire.

According to Count Okuma, but for the Anglo-Japanese Alliance China would have been disintegrated in the recent revolutions.

The third boat of the s.s. Columbian has been picked up; the First Officer and three crew are alive, eleven have died of exposure.

#### NEWS.

Some reflections on boxing are contributed to this issue.

General news appear on page 3 and log book on page 6.

Our Contemporaries appear on page 2 of this issue.

The Government is making arrangements for a bathing place near Kennedy Town.

H. E. the Governor and members of the Legislative Council paid a visit to Tai Tam Tak reservoir on Saturday.

#### DON'T FORGET.

#### TO-DAY.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.00 p.m.  
Hippodrome Circus—Causeway Bay—9.15 p.m.

#### TO-MORROW.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.00 p.m.  
Hippodrome Circus—Causeway Bay—9.15 p.m.

Wednesday May 20.  
Annual meeting of Seatholders, Union Church—5.45 p.m.

Tuesday May 26.  
Crown Land Sale, P.W.D.—3 p.m.

Wednesday May 27.  
Peak Tramways Co., Ltd., meeting—noon.

Thursday May 28.  
Star Ferry Co. Ltd. Meeting of Shareholders—12.30.



## Notices.

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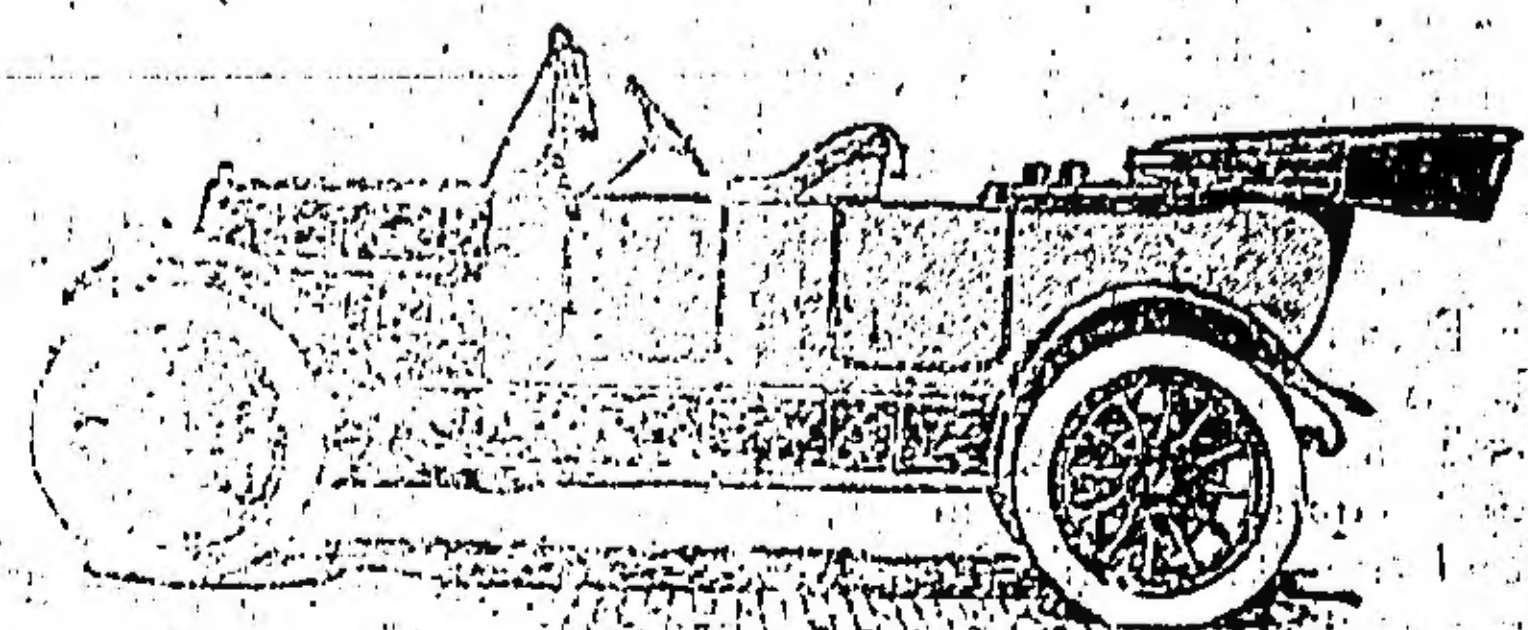
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## ROYAL GEORGE HOTEL, KOWLOON.

This Hotel has been recently renovated and is now well furnished and is under the man-  
agement of a Chief Executive Manager.  
A new Private Bar, Private Smoking Room and Dining Room have been specially fitted  
upstairs and four in order to meet the wishes of Customers who prefer Quietness and Comfort.  
Catering to Private Parties, Public Parties, etc., all are managed by a young Mr. Newton,  
the Manager.

H. RUTTONJEE, Proprietor.

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## MEE CHEUNG.

ART PHOTOGRAPHER  
HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging  
Hongkong, 18th July, 1914.

## Notices

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OUR  
CONTEMPORARIES.

South China Morning Post.

Chinese Business Methods.

An attempt to put Chinese busi-  
ness in the Philippines on a  
safer and more legitimate basis  
has met with opposition from the  
President of the Chinese Chamber  
of Commerce. This was only to  
be expected, however, as the Chin-  
ese still have a habit of opposing  
departure from "old" custom. The  
aim of the authorities is that Chin-  
ese doing business in the Philip-  
pines should keep their books in  
a written language which is com-  
mon to the country in which they  
are carrying on business, namely,  
in Spanish or English, the object  
being, of course, to facilitate the  
Government in investigations of  
business records when such in-  
vestigations are necessary. In a  
letter to the Times Mr. Benito  
Siy-Cong Bieng opposes the  
suggestion, asking what would  
happen if the Chinese Govern-  
ment were to attempt to make all  
foreigners in China keep their  
books in Chinese? This is an old  
form of argument but it is easily  
answered. The conditions are  
not exactly on a par.

Daily Press.

A Policy of Conquest.

Major Haushofer then hints  
that the Dutch colonies offer to  
the Japanese not only exceptional  
inducements for settlement but  
exceptional excuses for a policy  
of conquest in the interests of the  
native inhabitants. The Aus-  
trian question is then brought  
under review, and the right of a  
handful of white men to "hold  
up" a continent against settle-  
ment by the very people most  
capable of turning it to good  
account, as well as the possibility  
of their doing so permanently, is  
briefly debated. Major Haushofer  
draws attention to an important  
series of articles by Takekoshi  
Yosaburo entitled "Towards the  
South," which appeared in 1908,  
and to the programme of the  
society called "Asia-Gikai," which  
is proceeding in an extremely  
well-planned and methodical  
manner towards the creation of a  
common Asiatic feeling against  
European domination. In so far  
as there is any "real danger" to  
the white countries of the Pacific  
region it can only be seen in the  
movements indicated in this  
extract from a review of Major  
Haushofer's book—and if this is  
all the Australian colonies have to  
fear, we can regard them as per-  
fectly safe for a long time yet to  
come.

China Mail.

Shipbuilding Work.

While the shipbuilding work  
a hand in the United Kingdom  
has decreased to the extent of  
66,000 tons as compared with  
three months ago, and nearly  
173,000 tons as compared with a  
year ago, the situation, says  
Engineering to hand, in foreign  
countries shows no falling off in  
present activity. The total for  
Germany for instance, shows an  
increase, as compared with a  
year ago, of 33,413 tons, equal to  
72 per cent.; in France, of  
31,234 tons, or about 16 per cent.;  
in Japan the total is more than  
double that of a year ago; in  
Norway it is 18,472 tons, or 82  
per cent. higher; and in the  
British Colonies the total is 66,808  
tons as compared with 22,758 tons.  
The instance where there is an  
important falling off is in the  
United States, where the total  
now is 78,000 tons less than a  
year ago, equal to 34 per cent.  
These facts are deduced from the  
returns just issued by Lloyd's  
Register.

For a good solid meal at a  
Cafe or Table d'Hôte with  
Wines & Liquors of the Best,  
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## GENERAL NEWS.

**Warning to Bridesmaids.**  
 Prompting against what he describes as the growing custom of bridesmaids and other women in bridal parties attending marriage services with uncovered heads, the Rev. H. N. Eales, Vicar of Waltham Cross, states that in future the clergy of his parish will decline to solemnise marriages where the scriptural rule is not observed.

**Wax Baths for Gout.**

Dr. B. de Sandfort read a paper recently before the Academy of Medicine at Paris in which he gave details of thirteen years' work in the treatment of gout, rheumatism, ulcers, and sores by baths of melted wax. Dr. de Sandfort had been the physician in charge of a thermal establishment in which mud baths are given, and had conceived the idea of there being some substance which might be a substitute for mud, and also might render visits to a watering-place unnecessary. He began by the local use of mineral waxes, which, was attended with great success, and after several years decided to try whether complete immersion in a wax bath was possible. He began by plunging himself into a vat containing 300 litres of paraffin at 130 degrees—in the petrol refinery of M. Deutsch de la Meurthe—and found that instead of being cooked alive, he experienced no more than a pleasant warmth. Since then he has treated gouty and rheumatic patients with complete success, and with striking success.

**Santley and Wagner.**

A recent newspaper interview with Mr. Santley contains passages which give one a shock, even coming from an octogenarian:

"I have not been to Parsifal—or, indeed, to any other opera—during the last few years; the new music does not appeal to me. I have never liked Wagner, although I was the first impersonator of 'The Flying Dutchman' in London.

"My ears and my throat are more used to the sweet melodies of the old masters. Wagner gives you noise instead of dramatic expression, and shouts instead of songs.

"I class him with these things"—pointing through the window to the motor buses in the street—"and I carefully avoid both of them. To sing in Wagner's operas does not require a cultivated voice or much study."

**New Grand Chief Templar.**

At the meeting in Birmingham of the Grand Lodge in England of the International Lodge of good Templars Mr. J. W. Hopkins, of Brook-street, Gloucester, was elected as Grand Chief Templar in succession to Alderman Joseph Milnes, who has occupied the office for 44 years.

Mr. Hopkins is a retired schoolmaster, and has taken a great interest in the juvenile work of the Order, having been Grand Superintendent of Juvenile Work in England since 1898. The other candidates for the position were Mr. E. J. Johnson, of Derby, District Chief Templar of Derbyshire, and the Rev. H. W. L. Grand Chaplain of the Order, Congregational minister, of St. George's.

**City Street Dangers.**

Dr. Waide, coroner for the City and Southwark, in his annual report, mentions that 25 fatalities caused by motor vehicles were inquired into last year. He renews the suggestion that the number of street refugees or lands might be further increased and be placed in the middle of long roadways and between tram-lines, as well as at crossings, and the number of police stationed at points of traffic might also be multiplied. Although, he says, refugees have considerably increased in the City, there is still a marked absence of them in wide roadways with tram lines. Jurors had recommended the placing of tram lines where necessary, and the placing of refugees at frequent intervals between the tram lines throughout the Old Kent-road, Blackfriars-road, and City road.

They had also suggested that life-guards or tenders like these compulsionally fixed to tramways might be used on motor-omnibuses and taxis.

## A GOLF SECRET.

A timely article which gives secret of long driving appears in the current *Golf Illustrated* over the initials J. L. L., who can surely be none other than Mr. Low. We have for long been content to believe that the secret of long driving lies in correct timing, but, as the author points out, this conveys merely a "vague impression of a quite impossible harmonious regulation of the movements of arms, legs, body and ankles so that each individual unit is exerting its maximum energy at one and the same fleeting fraction of a second." Long driving, we are told, need not be so difficult as that, and the assurance floods us with hope, for most of us have despaired of ever mastering the intricacies of "correct timing" as set forth by the professors in their various volumes. The secret is out at last, and the secret is that speed is power. We short drivers hit the ball with a club-head that is moving far too slowly. The secret is explained in this article at length, and the reasoning is close, so that it is almost impossible to quote from it, but here is a paragraph that every golfer should learn off by heart:

We fail at golf when we make a self-conscious effort to blend together these varied and irregular movements of the arms, legs and body, which are so dissimilar in character. It is absolutely fatal to concentrate unduly on any one of these complex motions. If we are to be successful, we must golf sub-consciously. We may be gloriously alive to the fact that there is a ball waiting to be hit, but if we wish to smite it effectively we dare not worry about the position of an elbow or fret about the turning of an ankle.

In expounding his discovery this author may be accused of slightly heretical teaching, but that is not the case. One takes for granted that his hearers have already mastered the rudiments of the golf swing, and are in a position to be urged to hit out more fearlessly and confidently. Most of the shots that are missed are due to sheer funk and lack of confidence. Harry Vardon gives in "Golfing" much the same advice. Many golfers, he says, are so concerned about the accuracy of their swings that they forget to put strength into their strokes. "The professional is sure of his swing. He leaves it, more or less, to look after itself while he makes up his mind to let the shot have plenty of power."

All the exceptionally long drivers are big muscular men, like Mr. Blackwell and Braid and W. H. Horne. Sometimes we are surprised at the length got by a whippet-snapper of a young professional, but he, too, hits the ball just as hard as he can. The short driver may be recommended to follow his example. Even if he does miss abominably it is

## NERVOUS DISORDERS THROUGH HEAT.

"Your stomach is only three-quarters of a stomach in the hot weather," once epigrammatically stated a distinguished officer in the army. This explains why people feel so run down and depressed just now. The digestion cannot supply the food demands of the nervous system; hence the body's nerve force is diminished. "The results of diminished nerve force," writes Dr. Claude L. Wheeler in "Nerve Energy in Hot Climates," "comprise headache, loss of sleep, indigestion, easily induced fatigue, disinclination for bodily or mental exertion, loss of memory, and a lack of vigour in all physical functions."

"To overcome this," he adds, "two food elements, protein and phosphorus, are vitally necessary in ample quantities." He continues: "A combination of pure protein with that form of phosphorus which normally exists in the body and nerves will be exactly what is needed in such cases. Reasoning thus, Science has produced the combination demanded. It is known all over the civilised globe as Sanatogen."

"The debilitated nerves and tissues take up Sanatogen as the parched earth drinks up water. The gain achieved through it is permanent."

Even those who are run down by the heat should, therefore, take Sanatogen, for it will enable them to overcome their disabilities. Sanatogen can be obtained of all Chemists, in bottles of two sizes.

Start there will come a shot that will goshrieking down the course, and that is a moment worth living for!

From the *Golfer's Point of View*, Mr. James Braid tells some interesting "Old Incidents at Golf" in the *Strand Magazine*.

"What amazes me most about golf on public commons, such as Wimbledon, is that so few accidents occur to pedestrians," he says. "They wander about seemingly in blissful ignorance that a golf-ball is a dangerous little thing. If they know how hard it was and how swiftly it flies from the club—at the rate, it is computed, of three hundred miles an hour—they might not feel so comfortable in its neighbourhood. But perhaps it is just as well they don't know. May a special Providence continue to watch over them and the nursemaids and children who are the special bane of golfers on common courses!"

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TO LET—From April 1st. The First Floor of No. 25, Des Voeux Road, Central. Suitable for Offices. Rooms can be let separately. Apply—DRAGON CYCLE Co.

## PLAYS OF EASTERN LIFE

Mr. Foster Fraser on Some Segments of Representations.

Do Eastern plays in England really represent the East? was a question to which Mr. J. Foster Fraser, the well known traveller and writer, addressed himself in an interesting lecture under the auspices of the O. P. Club at the Hotel Cecil last month. He described the lecture as the random thoughts of a rolling stone, and he answered "No?" in regard to nearly every product on from the Mikado to Kismet in a full hour's playful banter dealing with his own travels in the Orient. These plays they were accustomed to call Eastern no more represented conditions in the East, he said, than a production in Chinese of "Bunty Pulls the Strings" played by Chinese dressed up as "elders of the Kirk," could be said to represent conditions up in Scotland. Incidentally, Siberia, he declared, was not like the Siberia of the stage—an active, wretched, raw—a place like a garden city. It was a comparatively pleasant place, and in Siberian prisons they had their own theatres, where, after two months on a stretch of absolutely good behaviour, the prisoners had a little gleam of sunshine brought into their lives. The governor of the place told him that this amusement had a better influence with the convicts than had dozens of warders. The harem

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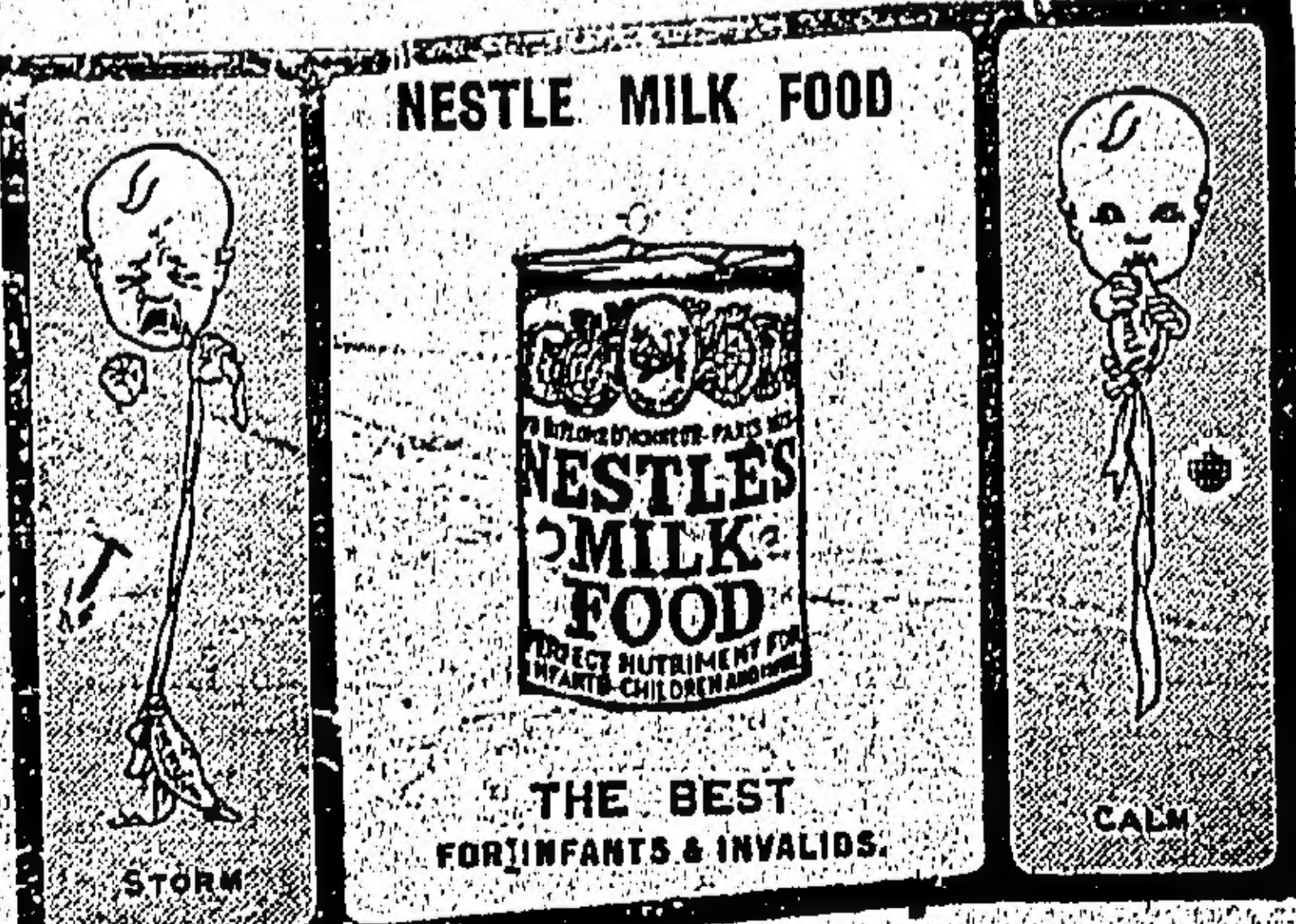
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## The Hongkong Telegraph.

HONGKONG, MONDAY, MAY 18, 1914.

### A SUCCESSFUL ROAD EXPERIMENT.

In 1889 on Saturday some comments were quoted relating to the Public Works Department. The editor in 1889 was not the man to mince words, and in his vigorous way he urged His Excellency the Governor to get rid of men who could not make good roads and to secure men who could. Even to-day, a quarter of a century later, it is far from definitely established that the Public Works Department can be depended upon to make a road that shall be substantial enough to stand the stress alike of ordinary wear and tear and of heavy rain. The roads in the Colony, in point of fact, are a compound of good and indifferent and actually bad. There are not many roads in Hongkong which show evidence of forethought and careful workmanship.

Yet it would be churlish to make these remarks without making mention of the fact that the P.W.D. appears to have hit upon one happy experiment in Nathan Road, Kowloon. That has never been a wholly satisfactory street. After heavy rain it was generally left seamed and fissured. The junction of Nathan and Hoiphong roads was an especially bad part which was constantly being repaired during the rainy season and as constantly torn to ribbons again. An experiment, however, has been tried with strip of the road, and it has been quite successful so far and give promise of being so all the time. The ordinary metalled road is unsuccessful, but an improvement on that has been found. The ordinary road metal was laid down and a coating of tar laid on it. Above that again was laid a thin layer of sand which was permitted to remain for some considerable time before it was swept off.

The purpose of this layer of sand was obviously to secure a strong binding, and the result has stood the recent rains much more successfully than was formerly the case. More than that, the new part of the road throws off much less glare than was the case before, and generally the P.W.D. can be congratulated on the result of its experiment, which obviously must be cheaper than tar macadam. It is the more pleasant to be able to do this inasmuch as we have, from time to time, had to criticize the Public Works Department, its methods and its shortcomings. Now that it has, whether by accident or design, hit upon what appears to be a solid combination of road material, it is to be hoped that the P.W.D. will adopt it generally and effect a much-needed improvement in the roads generally. The public has waited long enough for a successful result—has waited, too, with exemplary patience—but it is not likely to be patient much longer when it discovers that better roads can be provided.

### A Boxing Flasco.

The result of Saturday's boxing bout between Perkins and Bux appears to have caused a deal of talk in town. This was only to be expected where a fight had such an unsatisfactory ending. Whether Perkins was fouled or not, it is a question which will be discussed for days to come. The unfortunate thing is that the whole affair cannot do the sport much good in the Colony. Coming after the cancelling of the bout previously arranged between the pair, which, by the way, was never quite satisfactorily explained to the public, Saturday's result was about the worst that could have attended the meeting between the pair. It appears that Bux demanded better terms at the ring-side than had been previously arranged. A man who does that, after articles have been signed and terms fixed, is doing the game no good. There is only one way of dealing with a man who holds a pistol to a promoter's head in this fashion—drop him for good. If the public pays to see a fight, it should be absolutely certain of seeing it.

### The Welcome Rain.

The drains in the Colony must have had a fine flushing over the week-end and, from a health point of view, it is to be hoped that the rain will continue for some days to come. A heavy spell of rain gives the rats something of a fright and tends to bring about a diminution of a plague outbreak. Just at present plague is particularly virulent, and a week of rain should do something to reduce the weekly death roll. The return for last week is not yet to hand but that for the previous week showed that there were 173 deaths. That is a heavy toll for one week, and it is worth suffering the discomfort of steamy weather, which is suggestive of a typhoon somewhere, in order to see it reduced.

### Japan and China.

The statement made by Count Okuma to the Provincial Governors in relation to the policy of the new Government towards China (which is reported in a telegram appearing on page 1) is of deep significance. It should serve to dissipate any doubts which have been felt as to Japan's attitude towards the new Republic. The Premier says that, in dealing with China, Japan must act only after the fullest co-operation with the Powers, and in making that announcement he has made it quite clear that no ulterior designs are entertained and no advantages sought from China's relative helplessness at the moment. That is a happy circumstance, for once there is a break-up of the present understanding between the Powers, and each nation sets out to serve its own ends alone, there can only be one result—dismemberment. A Beneficent Alliance.

That point was evidently in the mind of the Japanese Premier, inasmuch as he took occasion, in the course of his remarks, to refer to the benefits assured to China by the Anglo-Japanese Alliance. But for this Alliance, says Count Okuma, China would undoubtedly have been disintegrated in the recent revolutions. A statement such as that, from one so highly placed, would not have been made without good reason, and the observation is one which merits attention and consideration not only by China but by the Powers generally. There have been many critics of the Alliance between Great Britain and Japan, but if its wholesome influence in the Far East were given due weight, the critics would be far less in number. If it has done nothing more than to save China from being split up, it will have justified its conclusion and continuance.

### Shopkeeper's Loss.

A shopkeeper residing at 251 Queen's Road East has reported to the Police the theft from his premises of articles to the value of fifteen dollars.

### Verandah Collapses.

On Saturday evening the verandah to the second floor of a house in Yung Yee Lane collapsed owing to some of the wood work being in a rotten state. Three inmates of the house, who were on the verandah at the time, escaped injury.

### DAY BY DAY.

ON MOPISH MONDAYS  
WHEN THINGS LOOK BLUE,  
THERE'S A WORD FOR ME  
AND A WORD FOR YOU:  
WHEN WE LEAST EXPECT  
ALL SILENT AND QUICK,  
IT WILL TAKE EFFECT.  
IT WILL DO THE TRICK.  
KEEP SMILING.

### The Weather.

Lower level 8 a.m. Temp 82; cloudy.

At the Peak 8 a.m. Temp 75; rain, wind, fog.

### The Mails.

Siberian Mail—Closes per s.s. Polynesia at 10 a.m. to-day.

Siberian Mail—Closes per s.s. Ohayo Maru at 11 a.m. to-morrow.

French Mail—Closes per s.s. Cordillera at 11 a.m. to-morrow.

### Sale of Furniture.

Mr. George P. Lammert is selling by public auction to-morrow a quantity of household furniture, at No. 1, Bellicio Terrace, Robinson Road.

### Going North.

Captain Lukmanhof, of the Russian Volunteer Fleet, leaves Hongkong for Shanghai by the P. and O. boat on Thursday, the 21st, to the northern port being made with the purpose of meeting the President of the fleet who is visiting the Eastern stations.

### "Man Overboard."

While the s.s. Sut-Ti was on her way to Macao on Saturday a Chinese second-class passenger leapt overboard. The alarm was at once given and life-buoys thrown into the water. The vessel was put about and a boat lowered, but no trace of the man was found.

### "Only Passing Through."

A Chinese was charged this morning before Mr. J. R. Wood at the Police Court with returning from banishment. The prisoner, who explained that he was only passing through Hongkong on his way to Swatow, was sent to prison for six months with four hours' strokes.

### Stealing Ground Nuts.

Inspector Gerrard prosecuted a coolie at the Police Court this morning before Mr. J. R. Wood for stealing a quantity of ground nuts. The man was found to be in possession of a hook which the Inspector said, could be used for tearing open the bags containing the nuts. A fine of \$5 was imposed or in default seven days imprisonment.

### Namur's Cargo.

The cargo shipped from Hongkong by the s.s. Namur on the 13th inst. included—33 bags of ore for Hamburg; 50 cases of essential oil for Havre; 33 bales of human hair and 40 cases of essential oil for Marseilles; 50 bales of waste silk; 3,336 sacks of copra; 10 bales of leaf tobacco; 68 boxes of tea; and 45 casks of preserves for London.

### Pilliferings from the Safe.

We have been informed that Captain Lukmanhof, of the Russian Volunteer Fleet, has been the victim of a series of pilliferings from his office safe. Investigations were made and, as a result, two Chinese employees have to render an account of being in alleged possession of a key that opens the Captain's safe. As to whether they were concerned with the missing money has yet to be proved.

### Bijou Scenic Theatre.

The excellent programme now being presented at the above theatre continues to draw large "houses." "The Three Mile Limit" is an attractive film, full of dramatic interest; the Gibson girls are as lively and as much appreciated as ever; and further episodes in the fortunes (and misfortunes) of the one and only "Mux" and of his brother mirth-maker, "Willies," together with the latest Home and foreign news, as shown by the Pathé Gazette, serve to provide a splendid evening's entertainment. Beginning this evening, for seven nights only, the management of the Bijou have arranged with Messrs. Ramos and Ramos to show, at the Victoria Theatre, "the greatest picture ever screened in the annals of Cinematography—"The Three Musketeers." Booking is at Motvie's and intending patrons should note that the performance is advertised to start at 9 p.m. sharp—not 9.15, as usual.

### HONGKONG'S BIG RESERVOIR.

Visit to Tai Tam Tuk and Cape D'Agullar.

The first version of a stream, the completion by the Crown of a village, and the building of a dam 120 feet high are some of the necessary works to be done in connection with the Tai Tam Tuk reservoir. On Saturday afternoon the members of the Legislative Council on the invitation of His Excellency the Governor, went out in the Stanley and saw things for themselves. Unfortunately though the weather was good at the start, rain equally soon became the order by the day and the success of the function was more or less impaired thereby.

The weather held good, however, at Tai Tam Tuk long enough to allow of a cursory examination of the work being made. The work will take about another five years before the reservoir will be ready to store the contemplated 1,500,000,000 gallons of water, though matters are now so advanced that in case of need some 50,000,000 could be stored for pumping. This will not be done except in case of necessity as it would interfere with the rate of progress towards completion.

### A Comprehensive Scheme.

This last reservoir, the largest of any in the colony, is the final step in the plan which uses a very appreciable portion of the island as a catchment area. Tai Tam, on the high levels, is the first reservoir and when it was built it was found that much water in that district was not caught. Tai Tam intermediate was next built but failed to exhaust the possibilities of the watershed, and now Tai Tam Tuk is being built to catch the overflow from the others and to collect from a much larger area than ever. That area can, in case of need, be much increased by means of further catchwaters. The present scheme is part of the original idea though some what modified. Originally it took in a part of Tai Tam Bay itself but better results are anticipated from building the dam on the shore and thereby lessening the area and increasing the depth. A short but high wall will hold in water to a depth of 120 feet, with a level nine feet below the top of the granite bridges on the Stanley Road.

### Fine Progress Made.

The visitors to the spot on Saturday had a fine opportunity of seeing the progress made and the immensity of the undertaking. The stream has been diverted, the village resumed, and two large cuttings made. In one, through which the stream now passes, a granite culvert is being built, through which eventually pipes will convey the water to the pumping station. At present it forms an outlet for the stream. In another direction foundations are being excavated for the dam, but the lines of truck rails, pumping apparatus and two small dams all form a vague impression to the lay observer of something being done without particularising the direction in which special efforts are being made. At all events there was sufficient to show that a large undertaking was being carried through in a satisfactory manner.

### Hongkong Wireless.

Tai Tam Tuk was not the only place visited, for on the way out the party went ashore at Deep Water Bay to view the trace of a new road. This is about a mile long and sixteen feet wide, and skirts the shore after leaving the Green Island Company's works at Deep Water Bay, rejoining it near the golf links. This work which is to be put in hand almost at once, will necessitate blasting on the land side of the road and building up on the other, and when finished will prove a valuable addition towards attaining the ideal of a motor road all round the island.

A visit was also made to Cape D'Agullar to view the site for the wireless telegraphic station but the rain was so bad that only the officials directly concerned went ashore and returned drenched to the skin.

The station for which the sum of \$100,000 has been voted by

### DISORDERLY SCENE.

Two Europeans Fined This Morning.

This morning at the Police Court, before Mr. O. D. Melbourne, the sequel to a disorderly scene in the vicinity of Blake Pier was enacted. Two European defendants appeared. The first, when arrested on Saturday evening, gave the name of Arthur Hurst and said he was the third officer on board the s.s. Taming and was a native of Manila. On Sunday morning a warrant was issued from H.M.S. Rosario for the apprehension of Albert Donald Sayer, who was subsequently recognised as the Hurst the Police had in the cells. The second defendant, Frank Linden Hotthine, refused at first to give any particulars about himself but subsequently said he was an officer on the s.s. Tean.

The charges against the first defendant were:—1. assaulting a ricksha coolie; 2. assaulting P.O. James; 3. disorderly conduct; while those against the second were of refusing to pay a ricksha fare and disorderly conduct.

The first defendant was fined five dollars for assaulting the constable and cautioned on the rest, while the second was ordered to pay one dollar fine and eighty cents as compensation to the coolie.

### CANTON NEWS.

Canton, May 16.

The Civil Administrator is taking steps to promote the silk trade, and has despatched Mr. Wong Hing-fong to the San Tack District to investigate the state of the silk business. The points for investigation are: (1) The area for the plantation of mulberry trees in the district; the amount of mulberries obtained and the prices; (2) The number of people keeping silk worms; (3) The ways in which the natives keep silk worms; (4) The different kinds of silk worms; (5) The amount of cocoons obtained; (6) The number of silk shops in the district.

### Ching Wah College Entrance Examination.

The Civil Administrator announces that an entrance examination of the Ching Wah College in Peking will be held on the 1st of July in the old premises of the Educational Department. Entry Forms can be signed in the same place from 10 a.m. to 3 p.m. from 1st to 20th June.

### Proposed Public Library.

A native of the Lok Chang District has applied for the purchase of an old Ya-mun in order to establish a new public library.

Government is to be situated on a plateau some little distance behind the light house. Plans for the buildings, which were circulated, provide for an engine room, operators' room and apartments for accumulators, stores and transmitters, together with quarters for three operators. It is hoped to have the station completed by the end of the year the installation being of five kilowatts, a power sufficient to operate the instruments over a radius of three hundred miles practically, irrespective of the atmospheric conditions. Communication will be established between the station and the Hongkong Post Office by telephone. The post office will deal with the messages in the ordinary course of business.

The idea of transporting members of the council to the spot to view the various undertakings of the government allowed them to form better ideas of the difficulty of the work and at the same time provided an opportunity for appreciating the substantial progress that has been made.

Those present beside His Excellency the Governor, were: H.E. Major General Kelly, the Hon. Mr. Oswald Savern, the Hon. Mr. E. A. Hewitt, C.M.G., the Hon. Mr. D. Lindale, the Hon. Mr. H. E. Pollock K.C., the Hon. Mr. E. Shellim, the Hon. Mr. A. F. O'Harehill, the Hon. Mr. E. D. O'Wells, and the Hon. Mr. McI. Messer, and Mr. Jaffe who explained the various plans, etc.

### A TOUCH OF THE SUN?

Youth's Strange Behaviour in the Early Hours.

Between 5 and 6 o'clock this morning, numerous residents in Queen's Road Central were awakened by sounds of barking and of various other articles falling into the street. These were caused by a youth (apparently European, but not British) who had seemingly grown tired of his household goods and was disposing of same by the simple process of throwing them over the verandah. The costume selected in which to carry out his self-imposed task was identical with that affected by Adam, before the fall. The coolies accompanying the Sanitary Department cart which came along about 6 a.m. must have had quite a good haul, comprising, amongst other things, an umbrella, two walking-sticks, several pairs of Chinese footwear, a number of pots, pans, pie-dishes etc. After the disturbance had lasted a considerable time, a European constable interviewed the youth, and took his card, but he had no sooner descended and got a short distance along the road than the noisy one threw out a wash-hand-basin—by way, no doubt, of demonstrating that his manly spirit was still undaunted.

### NEW P. & O. STEAMER.

The Khyber Expected Here in a Few Days.

With the departure from Tilbury on the 22nd ult. of the Khyber, the second of the six 9,000-ton twin-screw steamers designed to reinforce the P. & O. Company's intermediate services to Calcutta and the Far East, enters upon her maiden voyage, her forerunner, the Khyber, being at present homeward-bound from Japan with her passenger accommodation completely filled. The Khyber also has Yokohama for her final destination on the outward trip, and the considerable number of her passengers at a time of the year when relatively few people are travelling eastwards is evidence of the public favour which the new vessels are destined to enjoy. Notable features of these steamers are the great breadth and length of their sheltered promenade decks and the comfort and elegance of their public apartments—the dining saloons with restaurant tables, and the music and smoking-saloons having been designed and furnished with the usual careful regard to the needs of passengers voyaging to the tropics. Accommodation is provided on the hurricane and spar decks for seventy-nine first and sixty-eight second-class passengers in cabins the majority of which are on side or port-hole cabins for one or two persons only. Most of the cabins are furnished with wardrobes, writing-tables etc.; in each cabin there is provided a free electric ventilating fan and to every bed a portable reading-lamp is attached. The third of the "K" steamers, the Karmala, will leave London on a maiden voyage to Calcutta on the 1st August; and, following this, the other three vessels of the new class will be added to the list of the company's active ships at short intervals. These vessels can stow a considerable quantity of cargo and their equipment of dock machinery, in this connection, is of the most efficient and up-to-date description.

The Khyber is expected to arrive at Hongkong on May 22nd, after proceeding to Jeddah, will leave Hongkong for London about July 8.

Sent to the Pound.  
Six dogs were sent to the pound yesterday.

A Theft From a Cubicle.  
A Chinese woman at Kennedy Town has complained to the Police of the theft from her cubicle of clothing valued at \$20 and money to the extent of \$15.

Dog Bites.  
A Chinese has been admitted to the Government Civil Hospital suffering from bite wounds inflicted by two fox terrier dogs. A coolie in the employ of Dr. Forsyth has also sustained injury from dog bite.



## COMPANY MEETINGS.

The Canton Insurance Office Limited.

[VERBATIM.]

The annual general meeting of the Canton Insurance Office Ltd. was held this morning at the offices of the general agents, Messrs Jardine, Matheson and Co. Ltd., the Hon. Mr. D. Landale presiding. There were also present Sir Paul Chater, the Hon. Mr. E. Shellim, Messrs D. W. Craddock, F. Maitland and G. W. Burton consulting committee, L. N. Leck, secretary, Messrs C. O. F. Cunningham, A. J. P. Puffrett, H. W. Looker, A. R. Lowe, G. H. Potts, Ho Fook, J. M. Alves, and Lo Cho-shui, shareholders.

The Chairman:—As it is past the time for which this meeting has been called and there is a quorum present I will ask the secretary to read the notice convening the meeting.

The secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, the report and accounts having been in your hands for some time I will, with your permission, take them as read. The figures which we have to present cannot, I think, fail to give you satisfaction, for they disclose the fact that we have had a very good year. The premium income, you will see shows a considerable increase. This is partly to be attributed to exchange, which accounts for a difference of about 5 per cent. as compared with the year before in the premiums earned at agencies having a gold standard, but also to the fact that at nearly all our agencies we have, in the period under review, done more business. It is very gratifying to note that this accession of premium has not been attained at all at the expense of quality, for the ratio of losses is the lowest probably that we have ever before experienced.

Expenses have also been kept down to a very moderate scale, and compare favourably with the cost of business which our competitors have to pay. The income derived from investments shows a lower average return than that which we have been accustomed to. This however is explained by stating that a large portion of our funds—nearly 50 per cent. in fact—is now invested in gold. The decline in income resulting from the lower return which selected gold investments yield has however been more than made up by the fall in exchange. As evidence of this, you will note that our investment and exchange fluctuation account has doubled itself in the year. It is obvious however that such a fund may decline as readily as it may rise, and bearing in mind our larger possession of gold funds, it seems to the General Agents and Consulting Committee imperative to secure such an opportunity as is afforded by the present occasion to augment this fund which will stand, after the addition it is proposed to make, at just over \$200,000. Our reinsurance fund shows a small increase as compared with last year, but before we can get the full benefit of the idea which governed its institution, it is necessary for it to be much larger, and the addition of \$190,000 brings it up just over \$550,000 which will go some way to achieve the desired end. It is satisfactory to remember that with the addition of \$100,000 to the Reserve Fund, this will stand at a higher figure than ever before. The item of "agency balance" represents a somewhat unusually large sum. This is accounted for by the fact that at the time of the closing of our books a considerable sum was lying ready in London to pay for

## A BATHING PLACE.

Government Preparations at West Point.

The Government are preparing a bathing place at the west end of the city. At present, on a strip of beach past Kennedy Town, a matched erection has been placed, containing cubicles for bathers, while the water itself will be marked with buoys showing the safety limits.

certain new investments the purchase of which at that date were not quite concluded. It will be noticed from the condition of the underwriting suspense account, that the previous year has run off very satisfactorily, and by the addition of \$143,000, the provision for outstanding losses, as we believe, ample. It is with great satisfaction that the General Agents and Consulting Committee after making these necessary and substantial additions to the various funds find it possible to propose an increase in dividend so large as that of \$3.00 per share; and I am sure the shareholders will be equally pleased. This is not the occasion to say much about the working account for 1913, but the figures before you are such as to justify the expectation of a satisfactory result, and the payment now of an interim dividend of \$18.00 per share.

With these few remarks I have much pleasure in proposing the adoption of the report and accounts as presented.

Mr. Looker:—I beg to second the Chairman's motion.

The Chairman:—The adoption of the report and accounts as presented has been proposed by myself and seconded by Mr. Looker and is now before the meeting for discussion. If no one wishes to make any remarks, will those in favour of the resolution please signify in the usual way—against—carried unanimously.

The Chairman:—The next business, gentlemen, is the election of a consulting committee. Since the issue of the report and accounts, Mr. H. P. White has resigned his seat on the consulting committee on his leaving for home. The resolution therefore proposing the election of a consulting committee for the ensuing year includes the name of Mr. G. W. Burton instead of Mr. White.

Mr. Cunningham:—I beg to propose that Sir Paul Chater, the Hon. Mr. E. Shellim, Mr. F. Maitland, Mr. D. W. Craddock and Mr. G. W. Burton be elected members of the consulting committee until the next ordinary meeting.

Mr. Puffrett:—I beg to second.

The Chairman:—The election of the gentlemen whose names have just been read out as consulting committee for the ensuing financial year, has been proposed by Mr. Cunningham and seconded by Mr. Puffrett. Will those in favour please signify in the usual way—against—carried unanimously. The next business is the election of auditors.

Mr. Ho Fook:—Mr. Chairman I beg to propose the reelection of Messrs. H. Percy Smith and A. R. Lowe as auditors at a remuneration of five hundred dollars each.

Mr. Alves:—I beg to second.

The Chairman:—It has been proposed by Mr. Ho Fook and seconded by Mr. Alves that Messrs. H. Percy Smith and A. R. Lowe be re-elected auditors until the next ordinary meeting at a remuneration of five hundred dollars each. Those in favour of that please signify in the usual way against—carried unanimously. That is all the business of the ordinary meeting, gentlemen. Dividend warrants will be ready to-morrow and may be obtained on application.

Extraordinary General Meeting. An extraordinary general meeting followed at which the same shareholders were present.

The Chairman:—As it is past the time for which this extraordinary general meeting has been called I will ask the secretary to read the notice convening the meeting.

The secretary read the following notice:—

Notice is hereby given that an extraordinary general Meet-

ing of the Canton Insurance Office, Limited, will be held at the Offices of Messrs. Jardine, Matheson & Co., Limited, No. 18, Radder Street, Victoria, in the Colony of Hongkong, on Monday, the 18th day of May, 1914, at 11.45 o'clock in the Forenoon, when the Subjoined Resolution will be proposed as an Extraordinary Resolution:—

That Article 84 of the Articles of Association be altered by substituting the words "Twenty five" for the words "Fifteen."

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated this 30th day of April, 1914.

JARDINE MATHESON & CO. LTD.

General Agents.

The Chairman said:—Gentlemen, the intention of the resolution which has just been read to you in the notice convening this meeting is to raise the fixed allowance which the General Agents are authorised to receive from \$15,000 per annum to \$25,000 per annum. It should be clear to shareholders, I think, that an increase is imperative. The existing allowance was arranged at a time when the cost of management was undoubtedly less than it now is, but not only that—the Company's position has, during the last few years, greatly advanced, and there is now a premium income of some two and a half million dollars to control, and funds approaching five million dollars to manage and safeguard. This I think sufficiently states the case. The effect which the increase will have upon the cost of working is very slight. Had the larger allowance been imposed during 1911 it would have added about half of one per cent. to the expense ratio, and since the premium incomes for 1912 and 1913 show substantial advances, the effect upon them would obviously be less. The matter has received the attention of the Consulting Committee, who are in complete accord in thinking that the change embodied in the resolution should be made, and with these remarks I will ask the proposer of the resolution to move.

Sir Paul Chater:—Gentlemen, I beg to propose:—That Article 84 of the Articles of Association be altered by substituting the words "twenty five" for the words "fifteen."

The Hon. Mr. E. Shellim:—I have much pleasure in seconding the resolution.

The Chairman:—Gentlemen:—The resolution which you have just heard read has been proposed by Sir Paul Chater and seconded by Mr. Shellim. It is now before the meeting for discussion. As no shareholder wishes to make any remarks I will put the resolution to the meeting. Those in favour of it please signify in the usual way—against—carried unanimously. That is all the business, gentlemen. Thank you for your attendance. The date of a confirmatory meeting will be notified later on.

## FOR GOODS SOLD.

In the Summary Court, this afternoon, H. Percy Smith, receiver of the Ying Lung-lan firm, sued Chung Cheung, trading as Chung Cheung K'o, for the sum of \$1802 for goods sold and delivered.

Mr. Crowther Smith appeared for the plaintiff whilst defendant was unrepresented.

The case was proceeding as we went to press.

## EUROPEAN FINED

Failed to Answer as a Juror.

When the name of Mr. A. A. Lammert was called for the jury at the Criminal Sessions this morning, he failed to answer and another gentleman was substituted.

Later Mr. Lammert appeared and said he apologised for not being present when called, but he had forgotten the date.

His Lordship (Mr. Justice Gompertz) said another man had to sit in his place and he was afraid he would have to fine Mr. Lammert \$10.

## DAIRY FARM NEWS.

## BUTTER. BUTTER.

WE HAVE RECEIVED A

NEW SHIPMENT OF

## DAISY BUTTER

Absolutely the best table butter in the Colony.

## To-day's Advertisements

SAVE HALF YOUR COMPRADORE'S BILL AND OTHER EXPENSES, ON OUR PLAN.

THIS IS GENUINE. Stamped addressed envelope for reply to W.H. Emberley, General Commission Agent, 6 Gordon Terrace, Kowloon.

## CARGO STEALING.

P. and O. Company the Victims.

Sitting in Criminal Jurisdiction, at the Supreme Court, this morning, Mr. Justice Gompertz had before him Chan Shai and six foksie, charged with the larceny of a quantity of copra valued at \$1,400, the property of the P. and O. Company, on April 12, last.

Mr. J. H. Kemp (Attorney General) instructed by Mr. I. W. J. de Souza, J. D. de Souza, W. B. Stormer, J. Baptista, Mok Man-chung, N. A. P. Liran.

In opening the case the Attorney General said prisoners were charged with the larceny of the copra and alternatively with receiving the property knowing it to have been stolen.

The first four defendants were members of the crew of a P. and O. lighter called Madge, and the first prisoner was the number one lighter man with fifteen years' service in the company to his credit. He should have been about the last person to have taken part in a theft of the kind which he was alleged to have committed. He was in charge of the lighter and his position was one of trust and responsibility, and therefore, he should have been the last man to do such a thing. He lived in a small deckhouse in the stern of the lighter. That point was important as they would see later on in the evidence. Boat people knew that it was the practice of the P. and O. Company not to load or discharge cargo by night. On April 9 the company took delivery of a cargo of copra from the Zibiro and it was loaded into a lighter. When the unloading was finished and the hold and hatches closed, the lighter went away. The next morning an official of the company went on board and found everything all right. He had the lighter towed away to Yau-mat where they went when not working. What happened on the 11th April could be told in evidence. About eight o'clock that night the first prisoner directed the foksie on the lighter to repack the copra in the hold into unmarked bags, and under his direction they proceeded to unpack and repack the copra. They went on with their task until about half-past one or two o'clock in the morning. About five o'clock in the morning of the 12th the first prisoner directed one of the foksie to transfer the copra they had previously put in the unmarked bags, to a cargo boat lying alongside. Some of the prisoners worked in the hold and some on deck. When the work of transferring was finished the Police arrived in consequence of information they had received. Three of the men jumped into the harbour, but were afterwards captured.

Evidence in support of the prosecution was then called.

The jury after ten minutes' deliberation found first four prisoners guilty, recommending the second for leniency, and prisoners five, six and seven not guilty. The first defendant (Chan Shai) was sentenced to five years' imprisonment with hard labour; the second (Mo Tung) two years, and the third (Leung Kong) and fourth (Leung Kan) three years' hard labour each.

Old Oak Panelling Discovered. During the restoration of Exball Old Hall in North-east Warwickshire, some fine oak-panelling bearing the date 1419 has been discovered. The work had been concealed for generations behind a piece of masonry in a disused room, and the panelling had been disfigured by a coat of drab paint.

## To-day's Advertisements

NOTICE TO CONSIGNEES. From CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"DUNERA."

Having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at consignees' risk and expense. Cargo remaining on board after 1 p.m. of the 20th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned, DAVID SASSOON & CO., LTD. Agents.

Hongkong, 18th May, 1914. [573]

PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given that the Ordinary Annual General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on Wednesday, 27th May, 1914 at Noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1914.

The Transfer Books of the Company will be closed from the 23rd instant to the 30th instant both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 18th May, 1914.

## WANTED.

PARTNER WANTED.—Business man (English) desires partner, either active or sleeping (Non-Asiatic), with from Five to Ten Thousand Dollars. First Class opportunity. Full particulars from "H. S. W." c/o "Hongkong Telegraph."

## MACKINTOSH

&amp; CO., LTD.

MEN'S WEAR. SPECIALISTS.

RELIABLE

## WATERPROOFS

FROM \$16.50 EACH.

UMBRELLAS.

GOLOSHES.

DES VŒUX ROAD.

## WM. POWELL, LTD.

TEL. 346.

DRESS DEPARTMENT

"RATINE" SPONGE CLOTH.

PERFECT WASHING FABRIC

FOR

SUMMER WEAR.

VERY EFFECTIVE AND FAST COLOURS.

NOTE.—We stock the Finest Quality, in this New Material which is necessary for the climate.

J. ULLMANN &amp; CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES &amp; GENTLEMEN.

Prices Right.

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN &amp; CO.

CORNER OF FLOOD STREET.

## ANDERSON MUSIC CO., LTD.

SOLE AGENTS FOR

## "BROADWOOD" PIANOS

Specially Prepared for the Climate.

FAMOUS. RICH TONE, QUALITY, LIGHT

FOR - - RESPONSIVE TOUCH, ARTISTIC

NEW IMPROVED MODELS JUST UNPACKED.

6, DES VŒUX ROAD. TEL. 1322

## THE WONDER -

WATER OF - -

JAPAN. - - -

The Rising Generation should be protected against the dangers of ordinary Drinking water out here.

GIVE THE CHILDREN

WILKINSON'S

TANSAN

or such Sweets Drinks as

TANSAN LEMONADE,

TANSAN GINGER ALE,

TANSAN SASSAPARILLA.

The Absolute Purity of Tansan

is the Safeguard.

SOLE AGENTS:

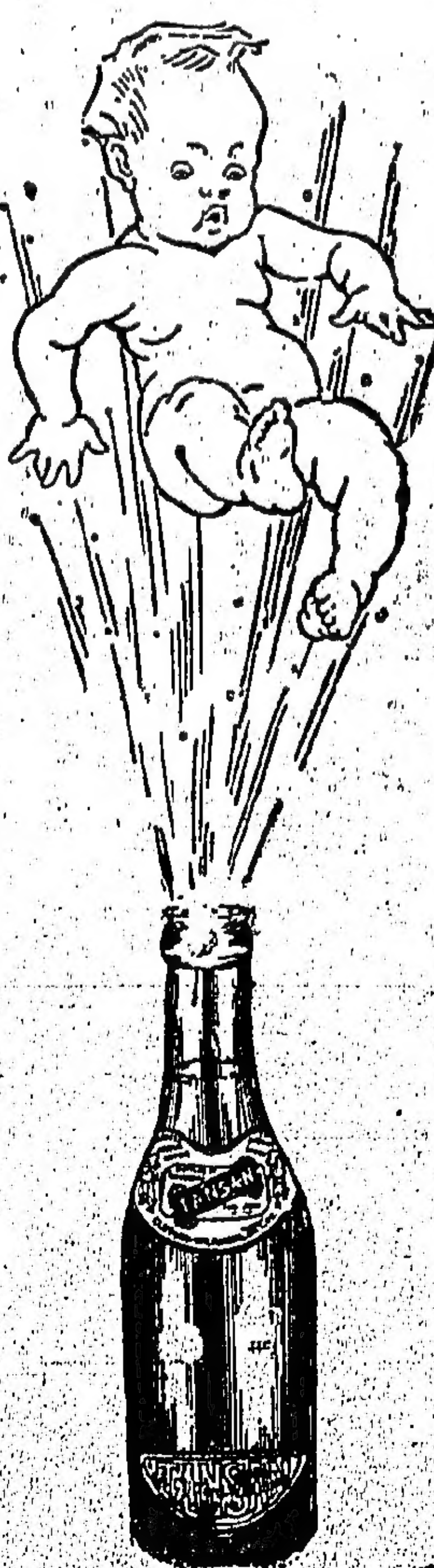
CANDE, PRICE &amp;

Co. Ltd.

6 QUEEN'S ROAD CENTRAL

HONGKONG.

Tel. No. 135.





## Shipping

CANADIAN PACIFIC  
ROYAL MAIL.  
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of India	29th May.
Empress of Asia	10th June.
Empress of Japan	25th June.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamships of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

## PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.  
"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port, £65.  
"EMPERESS OF ASIA," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 25 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Polder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.  
APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched for YOKOHAMA, KOBE & MOJI on 22nd May.

S.S. "Dunera," 5,383 tons, Capt. Dickinson, will be despatched for MILKE, KOBE & MOJI on 22nd May.

## WESTWARD.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA, on 21st May.

S.S. "C. Apar," 4,690 tons, Capt. Drake, will be despatched as above on 30th May.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.  
Agents.

Hongkong, May 18, 1914.

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONG-KONG. SHANGHAI: 2-3, Fochow Road, YOKOHAMA: 32, Water Street, MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

## HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES via STRAITS and COLOMBO.

Marseilles, Havre, Emden, Bremen and Hamburg and New York And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Segovia	28th May
"	Preussen	8th June
"	Silesia	18th June
"	C. Ferd. Laeisz	3rd July
"	Senegambia	17th July
"	Scandia	27th July
"	Alesia	14th Aug.
Victoria, V'vor, S'ho & P'land (Or.)	Saxonia	10th June
"	Andalusia	31st July
"	Belgravia	8th Sept.
M'los, R'dam, H'burg, A'werp	Brigavia	26th May
M'los, H'ro, B'men & H'burg	Altmark	28th May
R'dam, Hamburg & A'werp	Brasil	4th June
Havre & Hamburg	Furst Bulow	5th June
R'dam, Hamburg & A'werp	Wuerttemberg	19th June
Marseilles & Hamburg	Sudmark	23rd June
Havre, Emden & H'burg	Segovia	4th July
R'dam, H'burg & A'werp	Goldensfels	13th July
Havre, Bremen & Hamburg	Preussen	16th July

For Further Particulars, apply to—

Hamburg-Amerika Linie,  
Hongkong Office.

## Shipping

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Subject to Alteration

Destination. Steamers. Sailing Date

MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.....  
Kaga Maru T. 12,500 { WEDNES, 20th May, at 10 a.m.  
Aisula Maru T. 16,000 { WEDNES, 3rd June, at 10 a.m.  
Capt. Tabusa  
Capt. Trizawa

VICTORIA, B.C. and SEATTLE via Shanghai, Kobe, Yokohama, and Yokohama.....  
Aki Maru T. 12,500 { TUESDAY, 19th May, at 4 p.m.  
Sado Maru T. 12,500 { TUESDAY, 2nd June, at 4 p.m.  
Capt. Noma  
Capt. Asakawa

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.....  
Kumano Maru T. 9,300 { WED, 3rd June, at noon.  
Capt. K. Sonoda

CALCUTTA via Singapore, Penang & Rangoon.....  
Colombo Maru T. 5,000 { THURSDAY, 21st May.  
Miyazaki Maru T. 16,000 { WED, 20th May, at 11 a.m.  
Capt. Kawashima  
Capt. Yamawaki

BOMBAY via Singapore and Colombo.....  
Tango Maru T. 13,500 { TUESDAY, 2nd June, at 5 p.m.  
Capt. T. Sekino

KOBE & Yokohama.....  
Kanagawa Maru T. 12,500 { FRIDAY, 22nd May.  
Capt. Tozawa

KOBE & Yokohama.....  
Cargo only.  
Fitted with new system of wireless telegraphy.

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class.....	\$135	\$122	\$103	\$15
2nd class.....	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292. T. KUSUMOTO, Manager.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
MANILA, CEBU & ILOILO.....	Teian	19th May, at 4 p.m.
SHANGHAI.....	Liangchow	19th May, at 4 p.m.
PAKHOI & HAIPHONG.....	Sungkiang	20th May, at 10 a.m.
SHANGHAI.....	Luchow	21st May, at 4 p.m.
SHANGHAI & TSINGTAU.....	Kanchow	23rd May, at midnight
WEIHAIWEI & TIENSIN.....	Hiuchow	24th May, at 4 p.m.
MANILA, CEBU & ILOILO.....	Chinhua	26th May, at 4 p.m.
SHANGHAI.....	Shaohsing	26th May, at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

"MANILA LINE"—Twin Screw Steamers "Chinhua," "Taming," and "Teian." Excellent saloon accommodation amidst electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

"SHANGHAI & TSINGTAU LINE"—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow."

"Liangchow," "Luchow" and "Vingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45: Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36  
Hongkong 18th May, 1914.

## RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki).

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.

(Odessa via Ports of call).

The S.S. Mogilev 6,300 R.T., Commander Kahiani, is expected to arrive here on or about the 6th day of June.

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,

Hotel Macao, 3rd Floor,

Tel. No. 1221.

Hongkong, May 14, 1914.

## Shipping

HONGKONG  
PHILIPPINES.  
PHILIPPINES  
STEAMSHIP CO

Steamship. T. Captains. For. Sailing date.

Zafiro 4000 F. S. McMuray Manila, Mangarin, FRI, 22nd  
Cebu and Iloilo. May, 4 p.m.

Rubi 4000 J. Miller Manila, Mangarin, MON, 1st  
Cebu and Iloilo. June, 4 p.m.

Electric light and fans in every cabin; competent stewardsesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.  
GENERAL MANAGERS

Hongkong, 14th May, 1914.

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tikini	JAVA	1st half May	JAPAN	1st half May
Tijilong	SHAI	1st half May	JAVA	1st half May
Tipanas	JAVA	1st half May	SHAI	2nd half May
Tiharocem	JAPAN	2nd half May	JAVA	2nd half May
Tijmah	JAVA	2nd half May	JAPAN	2nd half May
Tibodas	JAVA	2nd half May	JAVA	1st half June
Tijmanock	JAVA	1st half June	SHAI	1st half June
Tijlatjap	JAVA	1st half June	JAPAN	1st half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
York Building.

Telephone No. 1574

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Speed	Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues.	19th May.
Tenyo Maru	22,000 - 21 knots	Tues.	16th June.
Nippon Maru	11,000 - 18 knots	Tues.	23rd "
Shinyo Maru	21,000 - 21 knots	Tues.	14th July.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets, have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN  
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire.....	2nd May.	29th May, 10 a.m.
St. Albans.....	23rd May.	19th June, "
Eastern.....	13th June.	10th July, "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers.

Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haitan.....A. H. Stewart.....TUESDAY, 19th May at 11 a.m.

Haiyang.....A. E. Hodgins.....FRIDAY, 22nd May at 11 a.m.

Haiching.....W. C. Passmore.....TUESDAY, 26th May at 11 a.m.

FOR SWATOW.

Haimun.....J. W. Evans.....WED, 20th May at 11 a.m.

Haimun.....J. W. Evans.....SUNDAY, 24th May at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Laprak & Co.

General Manager

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## LOG BOOK.

The Cost of Living.  
An interesting exhibit, designed to illustrate the cost of living, was held under the auspices of the Central London branch of the Women's Labour League, of which Dr. Marion Phillips is the secretary, at St. Botolph's Parish Room on the 29th ult. It was proposed to demonstrate the value of one sovereign in 1880, the eve of the South African War, and its value now in the commodities of everyday life. The cost of washing day was also to be demonstrated, with the effect of the variations in wages and cost of materials for such staple industries as the building and furnishing trades. The exhibition was to be preceded by a conference, presided over by Dr. Eibel Benthall, and to be addressed by Miss Malet Atkinson, to which working women were specially invited.

## Rotterdam Lloyd.

With a net profit for last year of £1,528,300, as compared with £1,514,301 for 1912, the Rotterdam Lloyd is able to repeat its previous dividend of 10 per cent. The sum of £2,204,784 is written off for depreciation, £600,000 placed to the reserve fund, and £200,000 to the insurance fund. The passenger and cargo services according to the report, were carried on in a regular manner, and only in a few cases was it necessary to charter special steamers or for the company to freight its own vessels outside the regular lines. Working expenses, it is stated, are still very high, and an increase is to be expected rather than any reduction. Conditions in the ports of the Dutch East Indies were very bad during the year, and the Government is called upon to prevent the present enormous delays. The company has a paid-up capital of £15,000,000, and the book value of the fleet is £13,045,000 while tonnage under construction is booked at £2,284,592.

## The Fire on the Svorono.

The fire in the No. 2 hold of the Russian str. Svorono, which was discovered while the vessel was in the vicinity of the Saddle when on a voyage from Vladivostok and Tsingtau to Singapore, has been extinguished, and on May 10, the cargo was being unloaded and taken to Pootung. At the time of the outbreak, there were about 9,000 bags of ground nuts in the hold, and all have been destroyed, either by fire or water. Late on Friday night, the vessel was taken as close as possible to the Yangtzeppoo Dock Co.'s wharf and the hold was completely flooded. The fire was eventually put out about 8 o'clock on Saturday night, and from that hour the ship's pumps were hard at work pumping the water out. Gangs of coolies were employed in unloading the spoil cargo.

A slight mishap occurred on the 9th to the tubes of the Customs fire float, and the services of the Municipal Council's float were requisitioned. About 8 o'clock in the afternoon, Mr. Pett, Chief Officer of the Fire Brigade, received a message from Lloyd's Surveyor asking for assistance. The brigade immediately turned out and it was found that a quantity of ground-nuts in the between decks was burning. The River Police, under Inspector T. Mellows, and the Fire Brigade succeeded in subduing the fire, and all danger was removed during the course of the evening. Norwegian Steamer's Disaster. Lloyd's Agents at Nagasaki, Messrs. Holme, Ringer and Co., have received a telegram stating that the Norwegian str. Guernsey, 4,475 tons, struck a rock off the Korean coast, ten miles below Fusan, on Monday, May 4. She was carrying a cargo of 13,800 cases of kerosene oil. The cargo in one hold was damaged and it was stated that the cargo would have to be discharged. A request was made for a special surveyor and on May 6 Mr. G. D. Aitken, Surveyor of Lloyd's Register, left Nagasaki for Fusan. The Guernsey was built at Sunderland in 1898. The telegram referred to above gives no particulars of the damage sustained by the ship; it is believed that she succeeded in reaching Fusan after the accident.—Nagasaki Press.

Oysters, Fresh, Fried or Stewed  
Findon Haddocks, Kippers &c.  
ALEXANDRA CAFE.



# THE HONGKONG TELEGRAPH

## EXTRA

HONGKONG, MONDAY, MAY 18, 1914

### "REFLECTIONS" ON BOXING.

Fair Play for Coloured Boxers.

[CONTINUED.] Ever since it exercised pressure on the licensees of the Empress Theatre at Earl's Court to prevent the much-advertised Wells-Johnson contest, the Home Office has rigorously suppressed all efforts to stage fights between European and coloured boxers in the Metropolis. The reason given is that such contests are liable to raise bad feeling and excite racial animosity in certain parts of the Empire. The amazing spread of the cinematograph and the money in "picture rights" is responsible for this question now having an importance it never previously possessed. Sport is sport, and it is hard to see why more harm should be done to Imperial prestige in this connection through the defeat of an Englishman by a negro than by the defeat of a European Y.M.C.A. hockey team by an Indian regimental team or a racquet professional by a parson. Heavyweight boxing, of course, is liable to be a peculiarly blood-thirsty affair. Depending, moreover, on the all-out individual fighting prowess of its exponents, it is perhaps capable of being interpreted in terms of unhealthy racial aspiration or bragging colour superiority by those multitudes throughout the Empire who do not really know what sport is. I do not only refer to those Asiatics whose training and environment deny them the opportunity of cultivating the sporting spirit. I would include equally large portions of the average crowd which in England attends football matches, or even some of the audiences which throng Music Halls where boxing shows are staged. The Empire is cumbered with "fans" and "sportsmen" whose sole claims to such titles seem based on the hoarse cry of their clothes and their knowledge of betting, and fluency in the jargon of the press or round the saloon bar. Of those gentlemanly sentiments which are the only true basis of sportsmanship they appear utterly devoid. Whatever may be said in favour of matches between Europeans and coloured folk when they are fairly conducted, the sporting community can only have one opinion with regard to fights where the white man boxes unfairly. The same applies where the white boxer takes advantage of the art of his opponent's skin to make tricky and illegitimate appeals to the sympathy of a British audience. There have been two examples of such action in the Colony during the past week, and, speaking for myself, I must confess to an overwhelming feeling of shame. Coloured folk, especially negroes, often have a great physical superiority over white people which assists them to victory; but we have always flattered ourselves that Anglo-Saxons had a moral advantage. We have expected that our countrymen could take a beating honestly, and, indeed, as the heirs to centuries of Western culture pitted against men they are accustomed to regard as their inferiors in this respect, we have always hoped that they would make a special point of dealing more than honourably with their opponents. At the Victoria Theatre last week I witnessed on the screen the contest between Jack Johnson and Jim Flynn. It was a dull exhibition which had the appearance of having been staged solely for "picture rights" and did not, so far as one could judge, inspire much enthusiasm even amongst the audience which witnessed it in the flesh in Mexico. The weird holding and clinching which was permitted by the referee was sufficient to spoil

any fight. Round after round developed into a species of dreary Tango step, with the grinning Johnson grasping his crouching opponent to his breast in a bear-like hug, with his loves inserted in Flynn's armpits over the latter's shoulders. The white boxer was completely outclassed from the beginning. In the seventh round, whilst the enormous negro was shielding him from the referee's vision, he made his first attempt to settle the business by jumping up deliberately and violently from the everlasting clinch and butting his head at the point of Johnson's chin. The negro laughed and seemed so far to forget himself as to mollate, bringing the "picture" to a conclusion there and then by "outing" his opponent. He recovered himself, however, and Flynn's discreditable manoeuvre was repeated again and again until the Sheriff walked into the ring at the ninth round and stopped the fight. On Saturday night we had an example nearer home, at the City Hall. Efforts have been made from time to time to give Iron Bux a bad name, and we all know that "mul ologs" I have seen Bux fight several times, and must confess that I have never been able to discern him doing anything which was not perfectly clean and above-board. On Saturday, at any rate, I do not think that any disinterested spectator will deny that Bux not only boxed perfectly fairly, but also that he boxed in a conspicuously pleasing and straightforward manner. From the first round he showed himself in a superior class to his opponent, and it soon became apparent that the latter was relying on Bux's "bad name" to win the fight by alleging a foul. He leered for sympathy over the Indian's shoulder in the clinches and retired anon to his corner simulating excruciating agony in the pit of his stomach, looking at the referee the while in a most piteous manner. When he finally took the boards in the thirteenth round, instead of "quitting" in a decent way, he again—allowing a few seconds to elapse to accentuate an obvious after-thought—grasped his neither regions and writhed in an ecstasy of pain. Prior to both these exhibitions I saw Bux's blows clearly and there was not the faintest suspicion of either glove striking below the belt. It is hardly necessary for me to say so, because the very competent referee was in the ring and was better placed than anyone for seeing such a foul had there been one. The only blow which appeared to me suspiciously low was one delivered by the boxer himself in the sixth round, when Bux, in turning, had his back to the referee. I have commented on the matter at length because I hope to make a certain section of the public who attend these shows realise that the witness of a boxer putting his wife against his opponent and the referee is not worthy of their admiration at the expense of the prestige and reputation for fairplay of the Anglo-Saxon race. Their "boos" at an Indian lad, deservedly saved from a stupid imposture, designed to rob him of his just reward, make us pity their simplicity. In future their "boying"—if they must indulge the silly practice—should be reserved for those who indulge their "cuteness" at the expense of their national dignity.

### Latest Advertisements.

Mr. W. H. Embrey advertises a plan for saving half one's company's bills.—Page 5.  
A business man desires a European partner.—Page 5.  
Consignees' notice regarding the a.s. Danora is issued.—Page 5.  
The Peak Tramway annual meeting is to be held on the 27th inst.—Page 5.

### COMPANY REPORT.

Peak Tramways Co., Ltd.

The report of the directors for the year ending April 30th 1914, for presentation to the Shareholders at the Ordinary Annual General Meeting of the Company, to be held at the Hongkong Hotel, Hongkong, at noon on Wednesday May 27, is as follows:—

The Directors now beg to submit to you their Report and Statement of Accounts for the year ending 30th April, 1914.

The Net Profit for the twelve months, after deducting Directors' Fees and General Managers' Remuneration and providing for loss on subsidiary coins, amounts to ... \$38,891.79 To which has to be added the Balance brought forward from last account ... 1,350.51

Making available for appropriation, ... \$38,242.10

The Directors recommend that a Dividend at the rate of 8 per cent. per annum be paid to Shareholders, absorbing \$24,000.00 that \$10,000.00 be transferred to Reserve Fund, that \$2,000.00 be written off Stations and Shelters and that the Balance of \$2,242.10 be carried to a new Profit and Loss Account.

Directors:—In accordance with Rule 73 of the Company's Articles of Association, Dr. J. W. Noble, Mr. J. Scott Harston, Mr. J. S. Gubbay, Hon. Sir Paul Chater, O.M.G., and Hon. Mr. David Landale retire, but being eligible offer themselves for re-election.

Auditors:—The Accounts have been audited by Messrs. Francis Maitland and A. R. Lowe who offer themselves for re-election.

HENRY HUMPHREYS, Chairman.

Hongkong, 14th May, 1914.

Profit and Loss Account.

To Coals and Stores	\$12,083.38
To Charges	4,280.55
To Maintenance and Repairs	7,608.05
To Rates, Crown Rent and Fire Insurance	1,522.36
To Salaries and Wages	28,558.81
To Office Furniture	163.60
To Allowances to General Managers to cover Office Rent and Clerks' Salaries	6,000.00
To Directors' Fees	\$2,500.00
To Remuneration to General Managers, 5% on gross earnings	5,242.70
To Balance	7,742.70
	\$38,891.79

By Traffic Receipts after deducting Loss on subsidiary coins ... \$102,824.24

By Rents ... \$99,225.84

By Interest Receivable ... \$5,051.39

By Less Interest Payable ... 2,029.92

By Transfer Fees ... 3,021.47

\$102,824.24

Balance Sheet.

LIABILITIES.

Authorized Capital \$750,000 divided into 75,000 shares of \$10 each ...

Issued Capital 25,000 shares fully paid up ... \$250,000

50,000 shares \$1 ... 50,000

300,000.00

Reserve Fund as per last Account ... \$32,000

Since added ... 12,000

44,000.00

### YANGTZE OPENINGS.

British Government's Policy.

In the House of Commons on April 21, Sir J. D. Rees asked the Foreign Secretary what steps His Majesty's Government were taking to safeguard British interests in the valley of the Yangtze, where, in view of the financial activity of other Powers, no other than financial action could be effective in this behalf.

Mr. Asquith:—His Majesty's Government are fully alive to the necessity of safeguarding British interests in the Yangtze Valley. They are taking all possible steps to that end, but if hon. members suggest that His Majesty's Government should themselves advance money for this object, such action is not contemplated, especially as there are British firms which are ready to take up projects which are properly secured and offer a fair profit.

Sir J. D. Rees:—Are these British firms not now prejudiced, and what steps can His Majesty's Government take other than financial?

Mr. Asquith:—We do not propose to finance doubtful propositions in the Yangtze Valley or anywhere else, and if a concession is not worth taking up on its own merits it is not worth our financing it when other people will not do so.

Mortgage R. B. Lot No. 80 ... 20,000.00

Unexpired Season Tickets ... 4,410.69

Unclaimed Dividends ... 2,030.00

Sundry Creditors ... 11,023.56

Profit and Loss Account from last year ... 1,350.51

Profit and Loss Account for the year ... 38,891.79

38,252.10

\$428,712.35

ASSETS

Permanent Way and Concession (old line) ... \$200,000.00

Permanent Way and Concession (new line) ... 30,195.29

Per last Account ... 400.00

Since added ... \$30,595.29

Stations, Crown Leaseholds and Buildings (Inland Lots 1317, 1333, 1334, 1355, 1353 and R. B. Lots 80 and 86), Per last Account ... 35,081.29

Rolling Stock ... 27,225.00

Office Furniture ... 500.00

Coals and Stores in hand ... 996.65

Sundry Debtors ... 1,493.33

Mortgage R. B. Lot 21 ... 40,000.00

Cash in Hong Kong & Shanghai Bank ... \$88,124.51

Cash & Orders ... 3,705.33

Orders in hand ... 91,919.89

\$428,712.35

C. P. CHATER, Directors.

JOHN D. HUMPHREYS & SON General Managers.

We report that we have examined the above Balance Sheet with the Books, Vouchers and Securities and obtained all the information and explanations required by us. In our opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at 30th April, 1914, according to the best of our information and the explanations given us, and as shown by the Books of the Co.

A. R. LOWE & CO., Auditors.

F. MAITLAND, Auditors.

Hongkong, 14th May, 1914.

### "MISTER, TOO TAME."

Diplomatist on American Love of Titles.

American life in all its aspects comes up for review in a most amusing book which has just been written by Wu Ting-fang, formerly Chinese Minister at Washington. The diplomatist sees much that is bad in the Western world—its morals, tastes, and amusements—but throughout his criticism is expressed in such a way as to show his real affection for the great people amongst whom he has dwelled. One of the most delightful passages in his book "America Through the Eyes of an Oriental Diplomat" is that dealing with the democratic American's love of titles, which follows a discussion on the subject of the race for wealth.

"Mister is too tame and flat for the go-ahead Americans," the Chinese critic writes, "hence half of the people whom you meet daily have some prefix to their names, such as general, major, president, judge, etc. You will not be far wrong to call a man judge when he is a lawyer or colonel if he has served in the army, or admiral or captain if he has been in the navy."

"Though neither the Federal nor the State Government has power to confer titles, the magistrates do. They see that dukes and other peers are created in Europe, and that the partners in the big, wealthy firms over there are called merchant princes. And so to outdo them they arrogate to themselves a still higher title. Hence they are 'railroad kings,' 'upper kings,' 'tobacco kings,' etc. It is, however, manifestly improper and incongruous that the people should possess a higher title than their chief, who is the head of the nation."

Mr. Wilson—Emperor.

"To make it even I would suggest that the name of President be changed to that of Emperor. There is no reason whatever why he should not be so styled, and by virtue of his high office he possesses almost as much power as the most aristocratic ruler of any nation. Second, it would clearly demonstrate the sovereign power of the people; a people who could make and unmake an emperor would certainly be highly respected. I make this suggestion seriously, and hope it will be adopted."

But this is only one of the many topics the ex-Minister deals with—for his field of discussion ranges from the music-hall to dinner parties and the inquisitiveness of American women. He informs the West thus, that "the human form divine, with few exceptions, is a devilish spectacle unless it is properly made up. Some twenty years from now theatrical managers will discover what audiences found out months ago, that a chorus girl's bare leg is infinitely less beautiful than the same leg when duly disguised by petticoats and girdles."

"Fashion," he says, "is the work of the devil. When he made up his mind to enslave mankind he found in fashion his most effective weapon. When I discarded Chinese clothes in favour of European dress I soon found it very uncomfortable. In the winter it was not warm enough, but in the summer it was too tight. Then I had trouble with the shoes. They gave me the most distressing corns. When, on returning to China, I resumed my national costume, my corns disappeared."

Mr. Wu Ting-fang thinks too, that public entertainers should be employed at dinner parties, so that people should be preserved from the boredom of dull conversation. He winds up by remarking: "In China we have manners, we have art, we have music, and we have managed a fairly large society for thousands of years

### THE "TELEGRAPH'S" ACROSTIC.

Interpret Trials.

1. Coliseum
2. Rabel
3. Infan
4. Choler
5. K e t o H
6. E n E-my
7. T h a n k S

NOTES. Proem: An Interpret of the "Rest." (1.)—"When falls the Coliseum, Rome shall fall; And when Rome falls, the world." Byron's Child Harold, iv. 145 (3.) Tennyson's "In Memoriam" liv. 5. (4.) "That in the captain's but a choleric word, which in the soldier is flat blasphemy" Measure for measure, ii. (5.) Jack Ketch, the English executioner, died in 1686 at the time "Punchinello" was first introduced from Italy and his name passed naturally to the executioner in Punch and Judy. (7.) King Richard II. ii. 3.

### THE KOREA IN QUARANTINE.

When the P.M.S. Korea arrived at Woonson from Hongkong, at mid-day on Tuesday, says the N. C. Daily News, it was discovered during the medical inspection that there was a suspected case of plague amongst the Chinese steamer passengers. The vessel was placed in quarantine, but the first-class passengers were allowed to come up to Shanghai on Tuesday night. It is understood that the Korea will be detained in quarantine until the 21st instant, and her departure for Japan ports and San Francisco has therefore been postponed until Friday afternoon, the 22nd instant.

### MR. SHAW'S LATEST PLAYS.

Messrs. Constable and Co. announce that the new volume of Mr. Bernard Shaw's plays will be issued immediately. It will contain two full-length plays, "Misalliance" and "Man and Boy," with "The Dark Lady of the Sonnets," a shorter piece written to aid the Shakespeare Memorial National Theatre in its appeal for a public endowment. Beside the plays, the volume will contain a preface on "Parents and Children," and a preface to "The Dark Lady," in which Mr. Shaw discusses and rejects the conception of "the man Shakespeare" as an illiterate and illbred nobody, on which the Baconian theory has been built. Incidentally, Mr. Shaw gives an interesting sketch of the singular personality of the late Thomas Tyler, the author of the theory identifying the Dark Lady with Mary Fitton; an identification accepted by Mr. Bernard Shaw for stage purposes, and by Mr. Frank Harris, concerning whom also Mr. Shaw has a good deal to say.

The publication of this volume has been so long delayed that Messrs. Constable already have three later plays by Mr. Shaw actually in the press: "Androcles and the Lion," "Pygmalion" and "Great Catherine." The delay has been caused solely by the preface on "Parents and Children," to which Mr. Shaw attaches considerable importance.

without the bitter class hatreds, class divisions, and class struggles that have marred the fair progress of the West. We have not enslaved our lives to wealth. We like luxury, but we like other things better. We love life more than chasing imitations of life. Our differences of colour, like our differences of speech, are purely natural."

### MISSING PARI-MUTUEL TICKETS.

Interesting Action by a Gymkhana Club.

In the Supreme Court, Kuala Lumpur, on April 30, Sir Thomas Braddell, C.J.C., gave judgment in the case in which Mr. A. Wootton and others (being the committee of the Klang Gymkhana Club) sued Mr. P. W. Gleeson in respect to losses on the pari-mutuel and totalisator at the race-meeting of the Club.

Mr. Hopson Walker was for plaintiffs and Mr. Brodie Sanders (Messrs. Pooley and Ford) for defendant.

Plaintiffs claimed the return of the sum of \$150, paid to defendant for conducting the pari-mutuel and totalisator, and also \$304 in respect to 45 tickets which had been lost or stolen. The case had occupied the Court since Monday.

His Lordship expressed the view that he felt he ought to dismiss the claim without further consideration as the plaintiffs were, in fact, suing in respect to the proceeds of gaming. But as the parties had consented to allow the issue of negligence to be decided he proposed to give his decision on that issue.

After reviewing the evidence, the learned Judge found that the defendant had not been guilty of any negligence, and that, in fact, the evidence showed that the loss had arisen through the theft of the tickets and that facilities for such theft were provided by the system adopted by the Club, which necessitated the tickets remaining in the hands of the selling-clerks for a considerable time after the result of the race was known; and through the coupon system which they also adopted, rendering the detection of any theft practically impossible until the winning tickets purchased by such coupons had been presented to the secretary for payment, many weeks after the race.

The system adopted by this Club, which was admittedly not used anywhere else in the country, made it impossible for anyone to ascertain whether the tickets actually cashed on the day were in excess of the number sold for cash.

As to the clerks, His Lordship found that they were the servants not of the defendant but of the plaintiffs and that, as far as the defendant engaged them, he did so as the agent of the plaintiffs whom they worked, and by whom they were paid. These clerks were recruited by the defendant, through the agency of the chief clerk of Mr. Wootton, of Klang, which was the course adopted at previous meetings, and the defendant had no reason whatever to doubt the honesty of the clerks so recruited.

The Harding. The R.M.S. Harding is expected to arrive to-morrow morning at daybreak. A launch will leave A.S.O. Pier at 7.45 a.m. and Kowloon Police Pier at 8 a.m.

Leave of Absence. Leave of absence to the neighbouring countries is granted to Major A. McMunn, R.A.M.C., from May 19 to July 18.

### LATEST SHIPPING NEWS.

#### MOVEMENTS OF STEAMERS.

The I. G. M. s.s. PRINZ SIGISMUND which left here on the 15th April, arrived at Sydney on the 16th inst. at 4 p.m.  
The I. G. M. s.s. PRINZ LUDWIG which left here on the 14th inst. at night arrived at Shanghai on the 17th inst. at 8 p.m.  
The P. & O. s.s. DEVANHA left Singapore for the Port on the 16th inst. at 11.30 a.m. with the outward English Mail, and is due here on the 21st inst. at about 8 a.m.



## FAR EASTERN NAVAL SQUADRONS.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochran	Crusing
Atlas	Admiralty tug	710	2	900	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
Britomart	Gunboat	1,070	6	1,400	Lt.-Com. W. H. Darwell	Yangtze
Cadmus	British sloop	300	—	300	Comdr. H. Williams	Shanghai
Chorus	Water tank and tug	560	—	7,550	Master H. Smith	Hongkong
Chalmer	T. B. Destroyer	1,070	6	1,400	Lt.-Com. H. T. England	Hongkong
Olio	British sloop	10,350	10	20,500	Comdr. Mackenzie, D.S.O.	Penang
Hampshire	1st class cruiser	—	—	—	Capt. H. W. Grant	Wohaiwei
Jed	Torpedo boat destroyer	616	4	1,200	Lt.-Com. G. A. Mullock	Hongkong
Kinsha	River gunboat	—	—	—	Lt.-Com. H. Marryatt	Yangtze
Kennett	Torpedo boat destroyer	1,040	—	—	Lt.-Com. B. D. Whitham	Hongkong
Merlin	Surveying ship	14,000	—	27,000	Lt.-Com. C. J. Gibson	Labuan
Minotaur	1st class cruiser	180	2	800	Capt. F. B. Kiddle	Weihaiwei
Moorhen	River gunboat	4,800	12	22,000	Capt. Frederick A. Powell	Weihaiwei
Newcastle	2nd class cruiser	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Nightingale	River gunboat	590	—	7,500	R. W. Wilkinson	Weihaiwei
Ribble	Torpedo boat destroyer	85	2	240	Lt.-Comdr. Nash	West River
Robin	River gunboat	85	2	240	Lt.-Comdr. Cromie	Chanton
Rosario	Depotship for submarines	85	2	240	Lt.-Com. I. S. Hutton	West River
Sandpiper	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Sripe	River gunboat	350	6	6,000	Gunner W. H. Ryder	Hongkong
Taku	Torpedo boat destroyer	180	2	300	Lt.-Com. Guy Stopford	Yangtze
Teal	River gunboat	710	2	900	Lt.-C. H. R. N. Cottrell	Dormer Swatow
Thistle	Gunboat	11,915	—	112,500	Capt. F. Streetfield	Hongkong
Triumph	Receiving Ship	—	—	—	Comdr. Anstruther	Hongkong
Tamar	Torpedo boat destroyer	500	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Uak	Torpedo boat destroyer	355	6	0,300	Lt.-Com. H. D. Adair	Weihaiwei
Virago	Torpedo boat destroyer	580	—	7,500	Com. Seymour	Weihaiwei
Welland	Torpedo boat destroyer	360	6	5,900	Lt.-Com. R. Neville	Yangtze
Whiting	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtze
Widgeon	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
Woodlark	Gunboat	—	—	—	Lt.-Com. Pope	Hongkong
C. 36	—	—	—	—	Lt.-Com. McGillivray	Hongkong
C. 37	—	—	—	—	Lt.-Com. J. Gaimies	Hongkong
C. 38	—	—	—	—	Lt.-Com. Handley	West River
T.B. 035	—	—	—	—	Lt.-Com. T. Birton	Hongkong
T.B. 037	—	—	—	—	Lt.-Com. Nicol	West River
T.B. 038	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

\* Flagship of Admiral Jerram, K.O.B., C.V.O., C.M.G. Commander-in-Chief.

## FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleiser	Armoured cruiser	9,700	12	19,600	Capt. Gouris	Hongkong
Deedes	Gunboat	645	10	1,000	Lieut. Vandier	Seigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Duteemps	Tehong-kin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	Submarine	—	—	—	Lieut. Boinix	Seigon
Protee	Submarine	—	—	—	—	Seigon
Slyx	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Seigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Seigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Seigon
Mousquet	Destroyer	307	6	300	—	Seigon
Manche	Surveying ship	1,625	10	9,000	Com. Voisin	Seigon
* Flagship of Commodore Bouicaut, Commanding the local defence force in China.						
German.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	38	26,000	Captain Brunnigshaus	Tsingtau
Itis	Gunboat	900	12	1,300	Comdr. Sachse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Loring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Hann	Tsingtau
Lucho	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Friele	Yangtze
Seebarnhorst	Flagship	11,600	38	26,000	Capt. P. Scholtz	Tsingtau
S. 90	Torpedo boat	400	8	6,500	Capt. L. Brunner	Tsingtau
Taku	Torpedo boat	280	4	6,000	Oblt. z. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Becker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. L. v. Moller	Cantow
Vaterland	River gunboat	223	4	500	Oblt. z. S. Dressler	Yangtze
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Anibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhães Correa Mac	Macao

## UNITED STATES VESSELS.

A-2	Submarine	—	—	—	Ensign G. Bradford	Cavite
A-4	—	—	—	—	Ensign J. R. Munn	—
A-6	—	—	—	—	Ensign H. E. Rahel Daffer	—
A-7	—	—	—	—	Ensign R. I. Wood	—
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Berry	Torpedo boat des.	420	7	8,000	Lieut. O. S. Keller	—
Callao	Gunboat	243	8	250	Ensign W. L. Beck	Canton
Chauncey	Torpedo boat destroyer	420	7	8,000	Lt. J. G. Jennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo boat destroyer	420	7	8,000	Lt. V. K. Coleman	Cavite
Decatur	Torpedo boat destroyer	420	7	8,000	Lt. E. Durr	—
Elcano	Gunboat	620	4	800	Lt. Com. V. S. Gannon	Shanghai
Helepa	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,990	6	3,000	Lt. Y. Rorschach	Olongap
Monterey	Monitor	4,084	4	5,277	—	—
Panama	Gunboat	243	8	—	Ensign P. J. Peyton	Cavite
Piscataqua	Sea going tug	854	2	1,600	—	—
Pompey	Repair ship	3,085	—	—	—	—
Samer	River boat	—	—	—	Lt.-Com. U. W. Coles	Canton
Wilmington	Cruiser	—	—	—	Com. P. Babin	Hongkong
Saratoga	Flagship	—	—	—	J. H. Dayton	Shanghai
Salveston	Cruiser	—	—	—	Com. R. H. Leigh	—
Union	—	—	—	—	Lt. G. W. Haine	—

## MARKET PRICES.

Hongkong May 11, 1914.

## BUTCHER MEAT.

Peet Sirloin & Prime	Out, Mei Lung Pa	lb. 19
" Corned, Ham	gau Yuk	18
" Roast, Shin	"	10
" Breast, Naga Lam	"	15
" Soup, Tong Yuk	"	10
" Steak, Ngau Yuk Pa	"	30
" do, Sirloin Cotom	Ngau Lau	20
" Sausages, Ngau Chong	"	10
Bullock's Brains	Know	each 60
" Tongue fresh, Ngau	"	60
" corned, Ham Ngau Li	"	80
" Head, Ngau Tan	"	14
" Heart, Ngau Sun	"	19
" Hump, Salt, Ngau Kin	"	18
" Feet, Ngau Kaski	"	10
" Kidneys, Ngau Y	"	10
" Tail, Ngau Mei	"	18
" Liver, Ngau Kon	"	14
" Tripe (undressed), Ngau To	"	14
Calves' Head & Feet, Ngau Chai-tau-kark	"	set 8
Mutton Chop, Yeung Poi Kwat	"	lb. 25
" Leg, Yeung Poi	"	25
" Shoulder, Yeung Shau	"	24
Pigs Chittlings, Chu Chong	"	per set 27
" Brains, Chu Know	"	lb. 12
" Feet, Chu Kark	"	12
" Fry, Chu Chak	"	3
" Head, Chu Tau	"	each 18
" Heart, Chu Sun	"	pair 10
" Kidneys, Chu Yiu	"	lb. 8
" Liver, Chu Con	"	24
Pork Chop, Chu Pai Kwat	"	23
" Corned, Ham Chu Yuk	"	27
" Leg, Chu Pa	"	24
" Fat or Lard, Chu Yu	"	set 70
Sheep Head and Feet, Ye	"	each 7
" Heart, Yeung Sun	"	10
" Kidneys, Yeung Yiu	"	lb. 25
" Liver, Yeung Con	"	22
Sucking Pigs, To Order, Chu Cha	"	18
Suet, Beef, Sang Ngau Yau	"	24
" Mutton, Sang Yeung Yau	"	19
Veal, Ngau Chai Yuk	"	20
" Sausages, Ngau Chai Chong	"	20

## 肉食

Shute—Wankau Y	8
Salmon—PS	8
Sao Yark—Yu	24
Shrimps—Ha	20
Snapper—Lap Yu	18
Soles, Tat Sa Yu	19
Tench, Wan Yu	25
Turbot, Cho How Yu	—
Turtles, small, fresh water, Kork Yu	—
White Bait, Ngau Yu Chai	—

## FRUITS.

## 菓子

Almonds, Hung Yau	lb. 35
Apples (California)—Kam San Ping Kho	18
(Chafoo)—Tin Chun Ping Kho	—
" Small, Hoi Tong	each
" Custard, Fan Lai Chi	each
Bananas, fragrant, Canton, San Shing Heung Chiu	lb. 4
(brides), Macao, San Heung Chiu	4
Chestnuts, Chinese, Fong Lut	15
Carambola, Yeung Tue	each 12
Cocoanuts, Yeh Tse	each 8
Lemons, China, Ning Moong	lb. 30
" Amer. sa, Kum San Ning Moon	—
Lichees Dried, Lai Chi, small Stone	—
" Fresh	—
Limes, (Saigon)—Sui Kung Ning Moong	each 18
Mango, Manila, Lui Sung Mong	—
Mangosteens, San Chuk Tse	doz 8
Oranges, (Canton)—San-shing Tim Ching	lb. 15
" Sweet	—
Pears, (American), San Shoo Lay	14
(Canton), Cooke, Sa Lay	12
Peanuts, Fa Sang	—
Persimmons Large, Hung Chi	—
Pine-apples, 1st quality, Poon Ti Paw Law	each
" 2nd, Chung-tang Paw Law	—
Plantain, Tai Chou	lb. 6
Plums, Swatow, Hong Lai	20
Pumelo, Siam, Chim Lo Yau	each 15
Shanghai, Lo Kwat	—
Walnuts, Hop Tuo	lb. 1
" Green, Sang Hop Tuo	—
Water Melon, (Am.) Kom San Sai Kwa	each
(China) Sai Kwa	—
Grapes, Sang Po Tai Tse	lb. 1

## POULTRY.

## 生口

Chicken, Kai Chai	lb. 30
Capon, Large, Small, Sin Kai	30
Ducks, Ap	24
Doves, Pan Kai	each 18
Eggs, Hen, Kai Tan	per doz 20
Fowls, Canton, Kai	lb. 34
Hainan, Hoi Nam Kai	30
Geese, Ngai	24
Heese, Wild Shai, Shang-ho Yea Ngai	—
Musk Deer, Wong Kong	each
Hare, Shanghai, Tu Chai	—
Pantridge, Che Khoo	—
Pheasant, Shan Kai	pair 20
Pigeons, Canton, Pak Kap	each 20
Holbow, Hoi How Pak Kap	24
Quail, Um Chun	—
Rice Birds, Wo Fa Cheul	dozen 20
Snipe, Sa Choy	each 20
Turkeys, Cock, Phor Kai Kung	lb. 55
" Hen, Na	44
Wild Ducks, Shai, Shang hoi Sai Ap	—
" Sai Ap Chai	—
" Ducks, Canton, Sang Shing Sui Ap	—

## FISH.

## 海魚

Barbel, Ka Yu	lb. 11
Bream, Bin Yu	16
Canton Fresh Water Fish, Hoi Sin Yu	14
Carp, Li Yu	22
Catfish, Chik Yu	15
Codfish, Man Yu	18
Crabs, Hai	20
Cuttle Fish, Muk Yu	12
Dab, Sa Mang Yu	14
Dace, Wong Mei Lun	8
Dog Fish, Tit Tu Sa	7
Eels, Congor, Hoi Mann	13
" Fresh water, Tam Sin Yu	16
Eels, Yellow, Wong Sin	30
Frog, Tien Kai	30
Garoupa, Sek Fan	45
Gudgeon, Pak Kap Yu	15
Herrings, Tao Pak	24
Halibut, Cheung Kwan Kap	24
Labrus, Wong Fa Yu	17
Loach, Wu Yu	24
Lobsters, Lung Ha	28
Mackerel, Chi Yu	28
Monk Fish, Mong Yu	28
Salot, Chai Yu	25
Oysters, Sang, Hoo	14
Parrotfish, Kai Kung Yu	15
Perch, Tau Loo	8
Pike, Fa Paw Poong	16
Plaice, Pan Yu	22
Pomfret, Black, Hak Chong	30
Pomfret, White, Pak Chong	30
Prawns, Ming Ha	7
Ray, Pai Pa Sa	12
Rock Fish, Sak Ki Kung	15
Scorpion, Chai Yu	—

## VEGETABLES, &amp;c.

## 菜蔬

Artichokes, Shanghai, -Sheung-hoi Ah Chi	lb	8	丁 竹 竹
Cheuk			門 適 宜
Beans, (French), Macao, -Oh Moou Pin Tau		10	海 豆
(French) Shanghai, -Sheung Hai Pin			綠 豆
Tau		—	紅 豆
Sprout, -Ah Cho		8	紅 豆 芽
Long, -Tau Ko		—	紅 豆 芽
Beet Root, -Hung Choi Tau	each	6	紅 豆 芽
Brinjals, Green, -Ching Yuan		6	紅 豆 芽
Red, -Hung Ker		10	紅 豆 芽
Cabbage, Chinese, com, -Kai Choy		10	紅 豆 芽
Cabbage Red, -Hung Yea Choy		—	紅 豆 芽
Cabbage, Shanghai, -Yeh Chai		—	紅 豆 芽
Cane Shoots, bunch, -Kau Shan	lb.	12	紅 豆 芽
Cauliflower, Large size, -Tai Yeh Cho Fa	each	—	紅 豆 芽
Medium size, -Cheung Yeh Cho Fa		—	紅 豆 芽
Small size, -Sai Yen Chai Fa		—	紅 豆 芽
Carrots, -Kam Sham	lb.	6	紅 豆 芽
Celery, Chinese, -Tong Kan Chai		10	紅 豆 芽
English, -Yeung Kan Chai		5	紅 豆 芽
Chillies Dried, -Gon Lat Chiu		30	紅 豆 芽
Red, -Hung Far Chiu		18	紅 豆 芽
Green, -Ching Lat Chiu		13	紅 豆 芽
Curry Stuff, English, -Kar Lee Chai Liu		10	紅 豆 芽
Cucumbers, -Ching Kwa		8	紅 豆 芽
Bitter Squash, -Fa Kwa		10	紅 豆 芽
Garlic, -Que Tau		8	紅 豆 芽
Ginger, young, -Sun Tse Keung		10	紅 豆 芽
old, -Lo Keung		10	紅 豆 芽
Horse Radish, Shanghai, -Lik Kun		18	紅 豆 芽
Indian Corn, -Sok Mai	each	5	紅 豆 芽
Lettuce, -Yeung Sang Chai		1	紅 豆 芽
Water Cress, -Ma Tai	lb.	6	紅 豆 芽
Mandarin, -Kwai Lum Ma Tai		8	紅 豆 芽
Mushrooms, Fresh, -Sang Cho Koo		30	紅 豆 芽
Mush Melon, Amer. -Kam-san Hong Kwa	each	—	紅 豆 芽
Okroes	lb.	12	紅 豆 芽
Onions Bombay, -Yeung Chong Tau		6	紅 豆 芽
Groex, -Sang Chong		8	紅 豆 芽
Shanghai, -Shang-hoi Chong Tau		—	紅 豆 芽
Papaya, 1st qual, -Tai Man Sau Kuo	each	—	紅 豆 芽
2nd Chung		—	紅 豆 芽
Parsley, -Kun Cho		8	紅 豆 芽
Green Peas, -Ching Tau	lb.	8	紅 豆 芽
Potatoes, Sweet, -Fan Shu		—	紅 豆 芽
Shanghai, -Shang-hoi Shu Tsa		—	紅 豆 芽
Japan, -Yut Poon Shu Tsa		—	紅 豆 芽
Americana, -Fa Ki Shu Tsa		10	紅 豆 芽
Fochow, -Foo-chow Shu Tsa		3	紅 豆 芽
Pumpkin, -Tong Kwa		—	紅 豆 芽
Radish, -Hung Lo Pak Tasi		5	紅 豆 芽
Rhubarb (Fresh), -Tai Wong		12	紅 豆 芽
Sage, -Tse So		—	紅 豆 芽
Shallots, -Gon Chung Tau		8	紅 豆 芽
Spinach, -Yin Chai		5	紅 豆 芽
Tomatoes, -Fan Ker		5	紅 豆 芽
Taro, -Wa Tau		8	紅 豆 芽
Punt, (Long), -Lo Pak		5	紅 豆 芽
English, -Yeung Lo Pak		2	紅 豆 芽
Vegetable Marrow, -Chit Kwa		5	紅 豆 芽
(American), -Kam-san Chit Kwa		6	紅 豆 芽
Water Cress, -Sai Yeung Cho		—	紅 豆 芽
Lily root, -Lin Ngau		—	紅 豆 芽



## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

Destination	Steamship	On
SHANGHAI & Tsingtau	Loksang	Tues., 19th May at d'light
TIENTSIN via S'wai	Wosang	Fri., 22nd May at d'light
SHANGHAI via S'wai	Cheongshing	Sat., 23rd May at d'light
SHANGHAI & Tsingtau	Namsang	Sat., 23rd May at d'light
MANILA	Loongsang	Sat., 23rd May at 2 p.m.
S'PORE, P'ang & C'outta	Lalsang	Sat., 23rd May at 2 p.m.
SHANGHAI & Tsingtau	Kwongsang	Sun., 24th May at d'light
Kobe & Moji	Yatsing	Wed., 27th May at d'light
MANILA	Yuensang	Sat., 30th May at 2 p.m.

## Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Lalsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukun, Jesselton and Labuan.

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## THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Homeward.

Destination	Steamship	Date of Sailing
LONDON, ROTTERDAM & ANTWERP	Denbighshire	16th June.
LONDON & ANTWERP	Radnorshire	26th June.

Trans-Pacific "Shire" &amp; "Glen" Joint Service.

VTORIA, VVER, STLE, TACOMA &amp; PLAND. Carnarvonshire 28th May.

VTORIA, VVER, STLE, TACOMA &amp; PLAND. Monmouthshire 29th June.

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London, Rotterdam & Antwerp	Cardshire	J. M. Co.	18, May
Marseilles via Porto	Dumbea	M. M.	19, May
Havre, D'Kirk, & Hamburg	Schwarzburg	H. A. L.	19, May
M'selles via S'gon, S'pore, O'bo, Port Said	Cordillere	M. M. Co.	19, May
M'sles, L'don, A'werp via S'pore etc.	Kaga M.	N. Y. K.	20, May
London, via Usual Ports of Call	India	P. & O.	23, May
M'sles, R'dam, H'burg & A'werp	Brigavia	H. A. L.	26, May
London, Hull and Antwerp	Glennear	S. T. Co.	19, May
M'sles, Havre, Bremen & H'burg	Altmark	H. A. L.	28, May
Rotterdam, Hamburg & A'werp	Brasilia	H. A. L.	4, June
Havre & Hamburg	Furst Bulow	H. A. L.	5, June
R'dam, Hamburg & Antwerp	Wuertburg	H. A. L.	19, June
Marseilles & Hamburg	Sudmark	H. A. L.	23, June
M'sles, R'dam, H'burg & Bremen	Helgoland	M. Co.	10, June
Marseilles, Rotterdam etc.	Altair	M. Co.	13, July
Havre, Emden & Hamburg	Segovia	H. A. L.	4, July
R'dam, Hamburg & Antwerp	Goldenfels	H. A. L.	13, July
Havre, Bremen & Hamburg	Preussen	H. A. L.	16, July

## NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c.	Chiyo M.	T. K. K.	19, May
V'toria, B.C. S'tle via Shanghai &c.	Aki M.	N. Y. K.	19, May
Boston & New York	Kioto	B. L.	25, May
San F'co via Manila & Japan &c.	China	C. P. R.	27, May
V'toria, B.C. & T'ma via S'hai &c.	Panama M.	O. S. K.	27, May
V'toria, V'v'er, S'tle & P'land	C'shire	J. M. Co.	28, May
Vancouver, &c.	E of India	C. P. R.	28, May
V'toria, V'v'er, S'tle, T. & P.	Carshire	J. M. Co.	28, May
T'te, P'lume V'v'er, via S'pore etc.	Nippon	S. W. Co.	5, June
New York via Ports & Suez Canal	Indrani	S. T. Co.	5, June
V'toria, B.C. T'ma via Japan &c.	Seattle M.	O. S. K.	11, June
V'toria, V'v'er, S'tle & P'land (Or.)	Saxonia	H. A. L.	10, June
V'toria, V'v'er, S'tle & P. (Or.)	Andalusia	H. A. L.	31, July
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	1, July
V'toria, V'v'er, S'tle & P. (Or.)	Belgravia	H. A. L.	8, Sept.

## AUSTRALIA.

Fremantle	Suisang	J. M. Co.	28, May
Australia	Empire	G. L. Co.	29, May
Australian Ports via Manila	Kumano M.	N. Y. K.	3, June
Australia	St. Albans	G. L. Co.	19, June
Australia	Eastern	G. L. Co.	10, July

## SINGAPORE, COAST PORTS AND JAPAN.

Swatow, Amoy and Foochow	Haitan	D. L. Co.	19, May
Manila, Cebu and Iloilo	Tea	B. & S.	19, May
Tientsin via Swatow & Weihaiwei	Chipshing	J. M. Co.	19, May
Shanghai	Liangchow	B. & S.	19, May
Foochow via Swatow & Amoy	Kajio M.	O. S. K.	20, May
Kobe and Yokohama	Miyasakim	N. Y. K.	20, May
Shanghai	Wosang	J. M. Co.	20, May
Shanghai, Kobe and Yokohama	Borkym	M. Co.	21, May
Shanghai	Devanha	P. & O.	21, May
Bombay via Singapore Colombo	Colombo M.	N. Y. K.	21, May
Manila, Mangarin, Cebu & Iloilo	Zafro	S. T. & Co.	22, May
Kobe and Yokohama	Kanagawa M.	N. Y. K.	22, May
Tientsin via Weihaiwei	Cheongshing	J. M. Co.	22, May
Singapore, Penang and Calcutta	Laisang	J. M. Co.	23, May
Singapore, Batavia, Cheribon, etc.	Hokuto M.	D. & Co.	25, May
Kobe	Coblentz	M. Co.	26, May
Manila, Cebu & Iloilo	Chinhua	B. & S.	26, May
Kobe and Moji	Yashing	J. M. Co.	27, May
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	28, May
Shanghai, Moji, Kobe & Y'nama	E. F. Fand	S. W. Co.	30, May
Manila, Mangarin, Cebu & Iloilo	Navara	P. & O.	End May
Nagasaki, Kobe and Yokohama	Rubi	S. T. Co.	1, June
Bombay via Singapore etc.	Fango M.	N. Y. K.	2, June
Shanghai	Luzon M.	O. S. K.	5, June
Shanghai, Kobe and Yokohama	Africa	S. W. Co.	5, June
Shanghai, Kobe and Yokohama	Preussen	H. A. L.	8, June
Shanghai, Kobe and Yokohama	Banri M.	D. & Co.	10, June
Shanghai, Kobe and Yokohama	Jilesia	H. A. L.	18, June
Shanghai, Kobe and Yokohama	C. F. Laesle	H. A. L.	3, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	27, July
Batavia, Cheribon, Samarang, &c.	Tjibodas	J. O. J. L.	Q. desp.
Japan	Tjibitap	J. O. J. L.	Q. desp.
Shanghai	Tjipani	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjipani	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjipani	J. O. J. L.	Q. desp.
Shanghai	Tjipani	J. O. J. L.	Q. desp.

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## MOVEMENTS OF STEAMERS.

## VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessels
Swatow	Johanne
Shanghai	Loksang
Satavia	Haitan
San Francisco	Tjitaroom
Marseilles	Chiyo Maru
Shanghai	Cordillere
Philippines	Liangchow
Seattle	Teian
Sandakan	Aki Maru
	Rajah

## VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessel
Singapore	Borkum

## CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF ASIA

left Vancouver on the 14th May.

The C. P. R. s.s. EMPRESS OF JAPAN

left Yokohama on the 9th May between

2 &amp; 4 p.m.

The C. P. R. s.s. EMPRESS OF INDIA

left Kobe on the 15th inst. at midnight

and is due to arrive at Shanghai on the

19th inst. at 6 a.m.

The C. P. R. s.s. EMPRESS OF RUSSIA

left Shanghai on the 15th inst. at midnight

and is due to arrive at Nagasaki on the

17th inst. at 5 a.m.

## AMERICAN MAIL.

The P. M. s.s. CHINA sailed from

Yokohama for Hongkong on the 8th inst.

at noon, via Manila.

## AUSTRALIAN MAIL.

The T. G. M. s.s. COBLENTZ left Sydney

on the 2nd inst. at 2 p.m. and may be ex-

pected here on or about the 24th inst.

The E. &amp; A. s.s. ST. ALBANS from

Sydney etc., left Port Darwin for this port

via Timor and Manila on the 14th inst.

and may be expected to arrive here on or

about the 23rd inst.

The A. O. Line s.s. CHANGSHA left

Sydney on the 3th inst. for Hongkong (via

Queensland ports, Darwin, Zamboanga

and Manila) and may be expected to

arrive here on or about 28th May.

## MERCHANT STEAMERS.

The N. Y. K. s.s. AKI-MARU (Ameri-

can Line) left Yokohama for this port on

the 16th May.

The N. Y. K. s.s. KITANO MARU

(European Line) left London for this port

via ports on the 25th Apr. and is expected

here on the 3rd June.

The N. Y. K. s.s. TANGO MARU (Aus-

tralian Line) left Sydney for this port via

ports on the 13th May, and is expected

here on the 1st June.

The N. Y. K. s.s. COLOMBO MARU

(Borneo Line) left Moji for this port on

the 16th inst. and is expected here on the

21st inst.

The N. Y. K. s.s. MIYAZAKI MARU

(European Line) left Singapore for this

port on the 14th inst. and is expected here

on the 19th inst.

The N. Y. K. s.s. KAGA MARU (Euro-

pean Line) left Shanghai for this port on

the 15th inst. and is expected here on the

18th inst.

The N. Y. K. s.s. SADO MARU (Ameri-

can Line) left Kobe for this port via

ports on the 15th May, and is expected here

on the 24th May.

The N.D.L. Freight s.s. BORKUM left

Singapore on the 15th inst. and may be

expected here on or about the 19th inst.

at 7 a.m.

The Ben L'oe s.s. BENLARIQ from

Leth, Middlebro and London left Singa-

pore for this port on the 14th inst. and

may be expected to arrive here on or

about the 20th inst.

The s.s. GLENSTRAE passed the Suez

Canal on the 12th inst. for Hongkong via

Calcutta is due at Hongkong on the 21st

May.

The I. O. S. N. s.s. NAMSANG from

Calcutta is due at Hongkong on the 21st

May.

The I. O. S. N. s.s. YATSHING from

Calcutta is due at Hongkong on the 23rd

May.

The S. L. s.s. RADNORSHIRE from

Portland is due at Hongkong on the 23rd

May.

The s.s. CITY OF NORWICH left

Singapore on the 14th inst. and is due

here on the 20th inst. a.m.

## VESSELS IN PORT.

Physo, Br. s.s. 2,120, Patrick, 8th inst.

Pulo Sambo, 2nd inst. Case oil—

A. P. Co.

Aki Maru, Jap. s.s. 4,002, J. Noma, 10th

inst.—Shanghai, 7th inst. Gen.

Chiyo Maru, Jap. s.s. 7,250, Wm. W.

Greene, 8th inst.—San Francisco,

co. 11th inst. Gen.—T. K. K.

Rajah, Ger. s.s. 1,270, O. Rosinsky, 11th

inst.—Sandakan, 5th inst. Tim-

ber—B. &amp; S.

Laertes, Br. s.s. 1,350, Cr. Wawn, 12th

inst.—Saigon, 7th inst. Rice—

Chiesse.

Japan, Br. s.s. 3,805, A. Seddon, 12th inst.

—Calcutta, Gen.—D. S. &amp; Co.



1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26



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